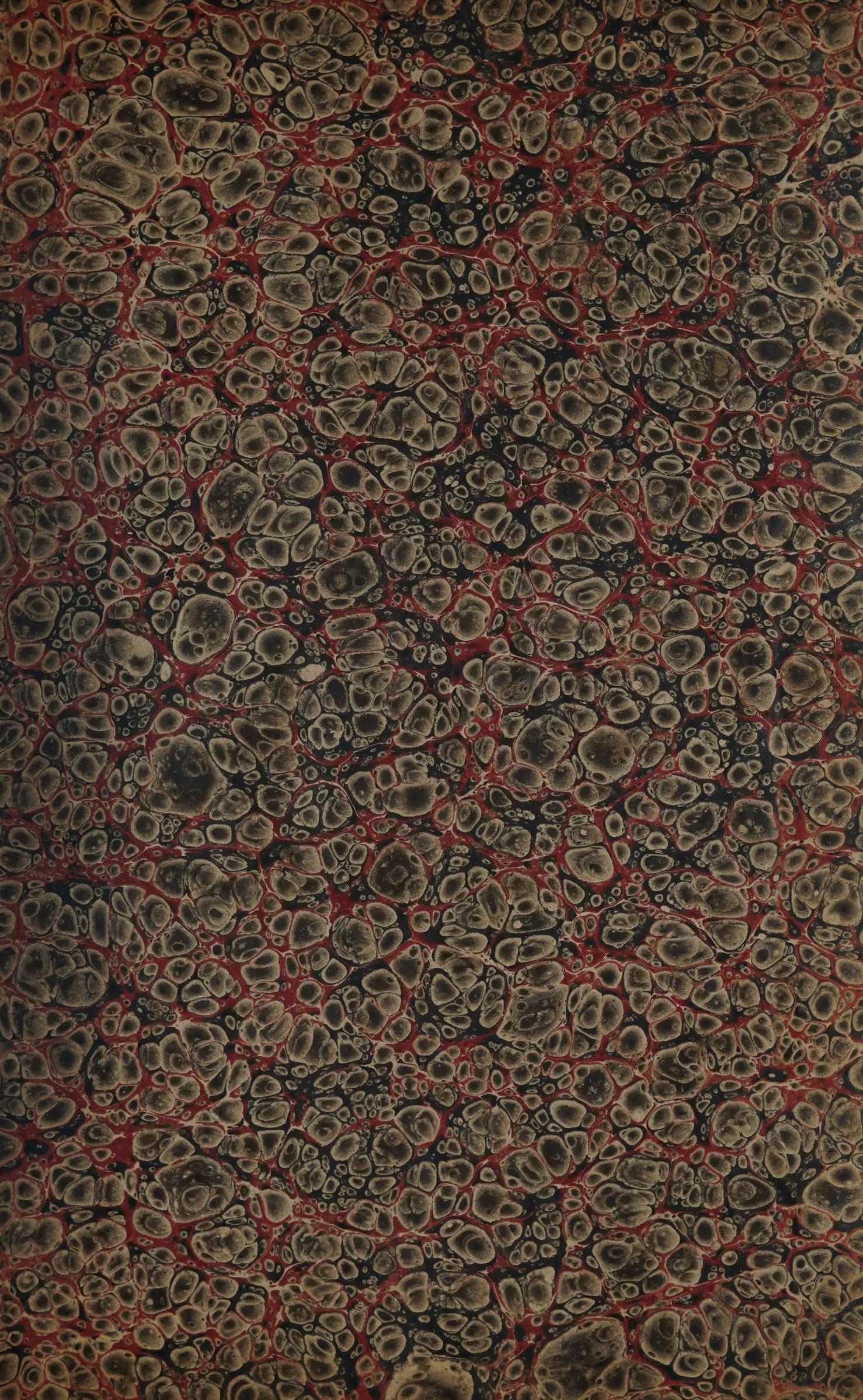
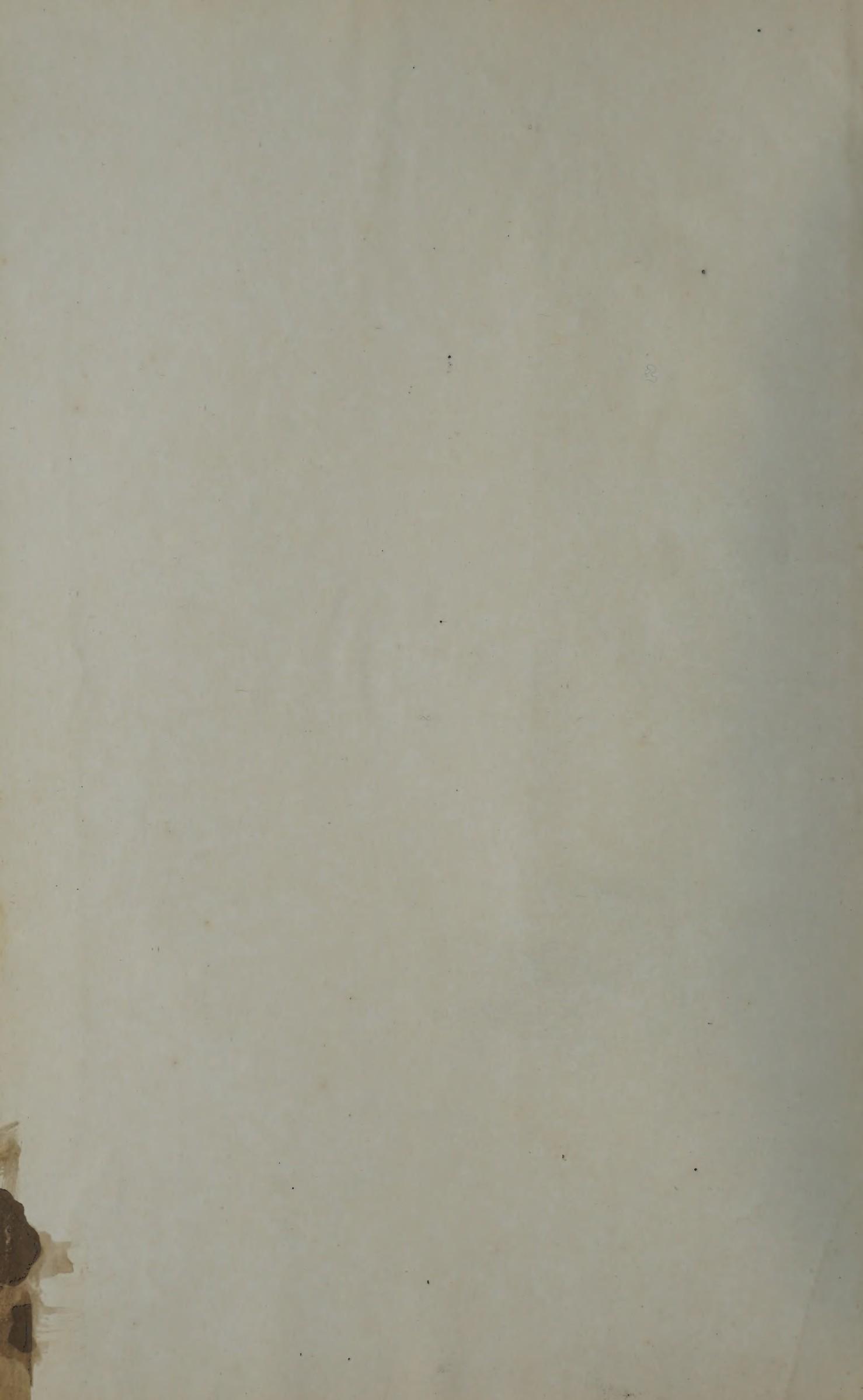


GIFT OF
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1865-70
Ph. Swashanks
Log Book
Captt Norton







Log Book

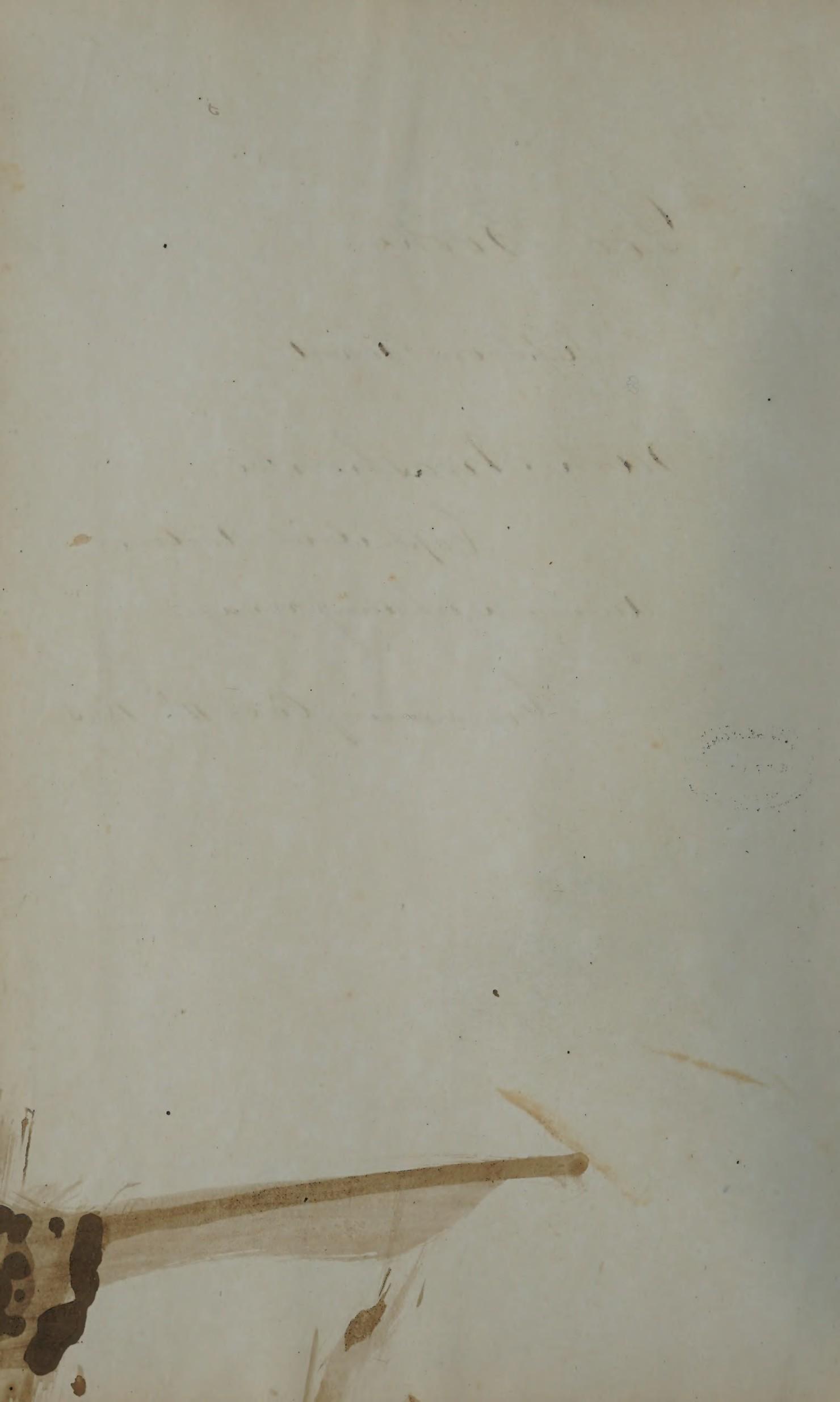
Kept on Board

Bark Awashonks

Capt. Abel Norton

during a whaling voyage

Commencing Octb^r 11th 1865



Wednesday October 11 the 1865

Commenced this day with light wind from S^EW^N
& at 10 AM got under way of clark's Point & steered
out of the bay

Thursday October 12 the 1865

Commence this day with a light air from N^EC^S
& steering out of the bay & at 1 PM the pilot left
the ship & at sunset light boat bearing N distant
2 miles & a fresh breeze from S by W & at 6 PM took
in the fore Top Gaffensail & main Top Gallent^{er}
& middle & latter part squally & at 2 AM double of
the Topsails & a strong wind from S W^EW^N & steering
by the wind heading S & at 8 AM keep of S^E
so ends this 24 hour

Friday October 13 the 1865

Commenced this 24 hours with a fresh gale from
the N & steering S^E under double reef Topsails
& middle & latter part about the same so ends this day

Lat 38.28 N. L.C. 67 14 W

Saturday October 14 the 1865

commenced this day with a strong wind from N^E
under a close reef fore Topsail & double reef main
& at sunset more moderate & middle & latter part fine
& at daylight sat whole Topsails so ends this day

Lat 37.38 S. L.C. 65 13 W

Commence this day with a light breeze from S E by S^N
& steering by the wind heading E by N & at sunset
close reef the fore & main Topsails & at 9 PM took
in the gili & spanker & at 11 do took in foresail
& latter part strong gale from S^E & at 10 AM
took in main Topsail so ends this 24 hours

Monday October 16 the 1865

Commence this day with a strong gale from S.W.
& laying to under bare poles headin S S C on the
larboard tack & middle & latter part more moder-
ate & at daylight sat the main Topsail & fore sail
& at 6 AM sat bare Topsail & at 11 took in fore Topsail



Tuesday October 17th 1865

Commence this day with a strong gal. from S^E off & at 10^{AM} haul to the W^N off & at 1^o turn up the bow boat & waist boat lapping to under bar poles bearing her & middle & latter part more moderate & at 7^{AM} sat fore Topsail & main Topsail & foresail keep of S^E & at 10^{AM} turn the reef out of the main Topsail & sat main Top Gallant sail so ends this 24 hours

Lat 37° 53' N L C 61° 10' W.

Wednesday October 18th 1865

Commence this day with a strong wind from W^S steering E^SE with whole main Topsail & main Top Gallant sail & a close reef fore Topsail & middle & latter part fine & a light breeze from N^W E & steering E^SE & at daylight sat all sail & all hands employed in rating up the main rigging so ends this day

Lat 37° 26' N L C 5° 8.12' W

Thursday October 19th 1865
Commence this 24 hours with fine weather & clear & middle & latter part fine & at day light a light breeze from South & steering by the wind heading E^S by S so ends this day

Lat 37.38 N L C 5° 7.07' W

Friday October 20th 1865

Commence this 24 hours with a strong wind from S^S W & steering E^SE & at 2^{PM} took in the light sails & double reef the fore Topsail & at sunset close reef the main Topsail & took in the main sail & middle & latter part strong gale from S^W & heading S^SE under a close reef main Topsail on the starboard tack

Lat

Saturday October 21th 1865

First part these 24 hours a strong gal from S^W & laying to on the starboard tacks under a close reef main Topsail & middle part squally & took in main Topsail latter part

MAY 12

Bark Arwashanks

more moderate & at 4 AM sat the main Topsail & fore sail & a double reef fore topsail & ship of 184
& so ends this 24 hours

Lat 37.24 N. L.C 50.35 W

Sunday October 22 the 1865

first part this 24 hours squall & a strong wind
from S W steering E by S & at sunset took in
main Topsail Gallant sail & close reef the Topsails
& middle & latter part more moderate & at 8 AM turn
the reef out of the Topsails & sat the main
Topsail Gallant sail steering E by S so ends

Lat 37.38 N. L.C 50.38 W

Monday October 23 the 1865

commence this day with a strong breeze
NW W & steering E by S under whole Topsails
& main Topsail Gallant sail & at sunset close reef
fore Topsail & middle & latter part more moderate
& at 5 AM sat the Topsails & main Topsail Gallant
sail & at 11 AM clam so ends this 24 hours

Lat 37.48 N. L.C 48.21 W

commence this day with a clam & at sunset
double reef the main Topsail & took in the
main Topsail Gallant sail & middle & latter
part squally & a strong wind from SSW &
steering by the wind heading SE & at 8 AM double
reef main Topsail so ends this 24 hours

Tuesday October 24 the 1865

Lat 36.44 N. L.C 47.35 W

Wednesday October 25 the 1865

commence this 24 hours with a strong wind
from NW & steering SSW under a whole main
Topsail & a close reef fore Topsail & middle
& latter part fine & a light breeze under all sails
the day ship sailed from New Bedford found one boy
& a man on board that did not belong to the ship
boy name Joseph & the man name John so ends this 24 hours

Friday October 26 the 1865

First part this 24 hours running & a light w. w. from N.W. $\frac{1}{2}$ & steering S E & at sunrise came back in main top Gallant sail & haul down the fore & middle & latter part equally & a light breeze from S $\frac{1}{2}$ W by E & steering by the wind, heading S E by E & at 8 AM took in the light sails.

Lat 35.22 N L. C 44.28 W

Friday October 27 the 1865

First part these 24 hours fine weather & a strong wind from S W by E & steering by the wind, heading S E by S under whole topsails & main top Gallant sail & fly jib & middle & latter part fine & a strong wind from S S W & steering by the wind, heading S E so ends this 24 hours

Lat 34.22 N L. C 42.25 W

Saturday October 28 the 1865

First part these 24 hours clear & a strong wind from S S W & steering by the wind, heading S E & at half past 12 noon saw a sperm whale going quick to the windward & at 3 PM lowered 2 boats for the whale & at 5 PM the boats came on board did not get fast going to quick to the windward & middle & latter part equally & at 8 PM the wind haul to the N & steered S so ends this 24 hours

Lat 34.08 N L. C 41.15 W

Sunday October 29 the 1865

Commence this day with a strong wind from E S E & steering by under double reef topsails & at dark set the jib & main sail middle part more moderate & at all sails & at 4 AM took in the light sails double reef fore top sail & 6 double reef main top sail & took up the jib & gaff & rainy so ends this 24 hours

Barki Amasonis

Monday October 30 the 1865

First part these 24 hours thick & raining & a
light air from all parts of the compass under double
topsails & middle & latter part more moderate
& at daylight fine weather & laid all sail soon
Lat 31.05 L. C 39.5° W.

Tuesday October 31 the 1865

Commence this day with fine weather & a fresh
west wind S E by E & clearing by the wind & at
dark more stiff heading N E by E under all sails
& middle & latter part fine & clearing by the wind
heading S S W & end this 24 hours

Lat 29.25° S L. C 40.2° W

Wednesday October Nov 1 the 1865

First part these 24 hours fine weather & a
light breeze from East & clearing by the wind
heading S S E under all sails & middle & latter
part fine & clear & at 1 PM saw a spermaceti
whale 5 miles off the ship & at 10 do lowered
three boats for them & ends this 24 hours

Lat 28.48° N L. C 40.29° W

Thursday November 2 the 1865

First part these 24 hours fine weather &
light airs from S E by E & at 1 PM the
boats came on board & at 4 do lowered the
boats again for the whale & at dark the GB
had hook on & took out 30 fathoms & the son
came out & middle & latter part fine & laid
with the main yard aback all night so
no ob

Friday November 3 the 1865

Commence this day with rain & thick weather
& a light breeze from S E & clearing by the wind
heading S S W & one sail in sight & middle
& latter part rainy & at 8 AM saw a whale
so ends this 24 hours

Barkie Awarhoun his

Saturday November 4th 1865

First part these 24 hours thick & rainy &
& light breeze from S E by E steering by the compass
bearing S by W & at 5 p.m. under a single main
sail & a double reef fore topsail & jib & main &
& middle & latter part fine & light breeze
from N W steering S E by S so ends this day

Lat 27.17^o S L. C 40.06^W

Sunday November 5th 1865

Commence this day with fine weather & a
fresh breeze from N W steering by the S E by
E under all sails that will draw & middle
& latter part fine & a fine breeze so ends

Lat 25.57^o S L. C 38.25^W

Monday November 6th 1865

First part these 24 hours fine weather &
a fresh breeze from N W steering S E by E
under all sails same fine & middle &
& latter part fine & a strong wind
from N W steering S E under all sails so ends

Lat 24.22^o S L. C 35.48^W

Tuesday November 7th 1865

First part these 24 hours fine weather
& a strong wind from N W steering S E by E
under all sails & middle & latter part
fine & same fine sails so ends this 24 hours

Lat 23.19^o S L. C 34.26^W

Wednesday November 8th 1865

First part these 24 hours fine weather
& a fresh breeze from N W steering S E by E
under all sails middle part fine
& latter part equally so ends this day

Lat 24.00^o S L. C 33.48^W

Cutter Bound

Thursday November 9 the 1865

First part there 2 hours sunnally with rain & a moderate breeze from N^W steering S E by S under all sails & at sunset took in the fore top gallant sail & mizzen & later put fine & light breeze from N E W bounds thirdly

Lat 20.58 N. L. C 80.48 W

Friday November 10 the 1865

Commence this day with nice weather & a light breeze from N E steering S E by S under all sails & middle part fair S E by S & a fresh breeze from S W & latter part wind the same bound

Lat 19.55 N. L. C 28.27 W

Saturday November 11 the 1865

Commence this day with small weather & a strong wind from N W by N steering S E by S & at 1 P.M. took in the light sails & at sunset more moderate & set the light sails & middle & latter part fine & steering by the wind on opposite tack's one sail in sight bounds this 24 hours

Lat 18.13 N. L. C 28.48 W

Sunday November 12 the 1865

First part there 24 hours fine weather & a light breeze from S E by S steering by the wind heading S W by S under all sails & at 3 P.M. saw a school Black Fish & covered all the water for them & got one enough to the B.B. & middle part fair weather part fine & at 8 A.M. a light breeze from E N E steering S E by S so under

Lat 18.17 N. L. C 28.26 W

Monday November 13 the 1865

Commence this 24 hours with fine weather & a strong wind from E S E & steering by the wind heading S W by S under all sails & middle & latter part fine & a strong wind from E steering S under all sails so under this day

Lat 18.25 N. L. C 27.50 W

Bark Starashanks

Tuesday November 14th 1865

Commenced this 24 hours with strong W. by N. Trade
steering S. under all sails & hoist the main
Top mast stay sail & Top & stay sail
& middle & latter part fine & latter
part rainy & so ends this 24 hours

Lat 13.25 N. L.C 27.17 W.

Wednesday November 15

Commenced this 24 hours with fine weather
& hazy with a fresh trades & steering S.
under all sails & middle & latter part
fine & saw one fireback & one ship so ends

Lat 11.09 N. L.C 26.37 W.

Thursday November 16th 1865

First part this 24 hours fine weather
hazy & moderate trades steering S. by W. & at
4 P.M. went to Tofino & lower. Steering
all sail in sight & middle & latter part
fine & a light baffling wind so ends

Lat 8.21 N. L.C 26.54 W.

Friday November 17th 1865

First part this 24 hours sunny with
rain & a light baffling wind & at sunset
overcast from E. by N. & steering South under
all sails & middle & latter part especially
with rain & saw two sails so ends this day

Saturday November 18th 1865

Commenced this day with square sail weather
& a fresh breeze from E. by S. steering South under
all sails & middle & latter part especially
of rain & a light baffling wind
seen all parts of the compass & some
sails so ends this 24 hours

Lat 6.11 N. L.C 26.21 W.

Asteward's Journal

Sunday November 18th 1865

Commence this day with slightly & frequent
showers of rain & a fresh breeze from S E by E
& steering by the wind heading S W by E. Under
all sails & middle & latter part fine &
bright. Showers of rain & sun & sail's sound.

Lat 5.02 N L C 27.02 W

Monday November 19th 1865

First part these 24 hours frequent showers of
rain & a light baffling air & at sunset come
under all sail's & middle & latter part about
the same & heavy rain so ends this 24 hours

Tuesday November 21th 1865

Commence this day with raining weather & a light
breeze from S W by E & steering by the wind
heading S E by E under all sail's & middle
& latter part rainy & light baffling air
& sun & sail's sound this 24 hours

Lat 4.58 N L C 26.48 W

Wednesday November 22th 1865

Commence this day with light baffling
air & at 4 PM a fresh breeze from S E by E
& steering by the wind heading E by S under
all sail's & middle & latter part fine &
bright from S E by E & steering by the
wind heading S E by E & sun & sail's sound

Lat 4.28 N L C 24.54 W

Thursday November 23th 1865

First part these 24 hours fine weather & a light
breeze from S E by E & steering by the wind
heading S E by E under all sail's & at sunset
rain & sun & sail's & at 9 PM the wind half to
the S E & back sail heading S E by E & S S by E
& middle & latter part fine & steering by
the wind heading S W by E S S by E &
middle heading S W by E S S by E

Lat 3.58 N L C 24.41 W

Bark Awashonkis

Friday November 24th 1865

First part this 24 hours fine weather
a light breeze from S E by S & steering
by the wind heading S W by S under
all sails & middle part fine latter part
windy so as sail's so ends this 24 hours

Lat 3. 19 N L.C 25.15 $\frac{1}{2}$

Saturday November 25th 1865

commence this day with small weather &
a fresh wind from S E to S & steering by
the wind heading S W by S. S at 2 pm
take in the light sail's & middle & latter
part very light & moment passes of
rain & then sail's so ends this 24 hours

No obs

Sunday November 26th 1865

commence this day with a fresh breeze
from S E by S & steering by the wind heading
S W by S S at sunset light airs from S E by
E heading S W by S & middle & latter part
fine weather & a light breeze so ends this day

Lat 1.12 N L.C 24.43 $\frac{1}{2}$

Monday November 27th 1865

First part this day fine weather & a light
breeze from S E steering by the wind heading
S W by S & S S W under all sail's & three
sail's in sight & middle & latter part fine
at 4 AM the ship came in contact with
something or else it must been a earthquake

Lat 00.04 S L.C 28.08 $\frac{1}{2}$

Tuesday November 28th 1865

First part these 24 hours fine weather
& a fresh breeze from S E steering by the
wind heading S W by S & S S W under
all sail's & middle & latter part fine
steering by the wind heading S W by S

Lat 2.06 N L.C 27.18 $\frac{1}{2}$

Aurkagrod Bound

Wednesday November 28th 1863

Commence this day with fresh breeze from S E & steering by the wind heading S by E under all sails & middle & latter part fine & calm reading 58° 47' 30" seconds

Lat 5.57 S L.C. 27.8 41'

Thursday November 29th 1863

Commence this 24 hours with fresh breeze from S E & steering by the wind heading S by E under all sails & middle & latter part fine & steering by the wind running 58° 47' 30"

Lat 6.18 S L.C. 30.29 77'

Friday December 1st 1863

First part there 24 hours fine weather & light breeze from S E by S & steering by the wind heading S by E under all sails & middle & latter part fine & a light breeze from S S E & steering S by E under all sails

Lat 8.23 S L.C. 30.54 W

Saturday December 2nd 1863

First part there 24 hours fine weather & a fresh breeze from E S E steering S by E under all sails & two sails in sight middle & latter part fine & saw one sail 30 seconds

Lat 11.07 S L.C. 31.30 W

Sunday December 3rd 1863

Commence this day with fresh wind from E by S & steering S by E under all sails & saw one sail in the studding-sails & saw one sail & middle & latter part fine & calm

Lat 13.25 S L.C. 32.30 W

Monday December 4th 1863

First part there 24 hours fine weather & a fresh breeze from E & steering N by E under all sails middle & latter part light breeze from E N E to 1.00 this 4th

Lat 15.24 S L.C. 33.20 W

Bark Starshank's

Tuesday December 5th 1865

Commence this day with light breeze from
NNE & steering SSW & under all sails &
fine weather all sails in sight middle &
latter part fine & a fresh breeze from
ESE so ends this 24 hours

Lat 46.5° S. L. C 33.5° W

Wednesday December 6th 1865

First part this 24 hours fine weather
& a light breeze from E & steering SSE
S at 3 PM took up SSW & middle &
latter part fine & one sail in sight so ends

Lat 46.0° S. L. C 34.33° W

Thursday December 7th 1865

Commence this day with light breeze
from NNE & steering SSW under all sails
fine weather & middle & latter part about
the same & at 9 AM change longitude with
the bark Agnes of Baltimore so ends

Lat 21.09° S. L. C 35.09° W

Friday December 8th 1865

First part this 24 hours fine weather & a
fresh breeze from NNE & steering SSW
under all sails middle & latter part
fine & one sail so ends this 24 hours

no ole

Saturday December 9th 1865

Commence this day with fresh breeze from
S & steering by the wind heading SSW
& at 2 PM especially as the wind hauled to
the south & backed ship heading SSW
it & at 5 PM took in the light sails &
back reef the topsails & took in the jib
& spanker & middle part calm latter
part light breeze from S to SW heading SSW
under all sails so ends this 24 hours

Lat 23.34° S. L. C 37.01° W

Artwarzot Bound

Sunday December 10th 1865

First part there 24 hours fine weather & a light breeze from S E steering S W under all sails one bark in sight & middle & latter part fine & a light breeze from E & steering S W S N bark in sight so ends this 24 hours

Lat 24.48 S L. C 38.28 W

Monday December 11th 1865

Commence this day with fresh breeze fine E & steering S W & S under all sails & fine weather & middle part about the same latter part strong wind from the south & small two sail in sight so ends this 24 hours

Lat 27.10 S. L. C 40.09 W

Tuesday December 12th 1865

Commence this day with fine weather & a strong wind from the north & steering S W under all sails & part fine weather & a strong wind latter part gradually & at 8 AM the wind haul to the south & call all hands & put the ship under close reef topsails so ends

Wednesday December 13th 1865

First part there 24 hours cloudy & a strong wind from S E & steering S W under a double reef main top sail & a fore reef fore topsails & jib & mainail saw two sail & middle & latter part more moderate & at 4 PM made all sails & a light breeze from S E so ends the day

Lat 23.45 S. L. C 43.05 W

Thursday December 14th 1865

Commence this day with fine weather & a light breeze from S E & steering S W S E under all sails & middle & latter part fine & a light breeze from S W under all sails so ends this 24 hours

Bark *Aurashanks*

Left San Francisco this Friday December 15, 1865
Commodore this day with light winds from
W'ly bearing & 45° E thick & rainy at a high
rate in the light winds & drizzling rain the top
sail & top in the mainmasts & middle & with
part of fore & st. & miz. sails thick & ship making S
at 45° W so ends this 24 hours

Lat 32.00 S L.C. 45.27 W

Saturday December 16th 1865

Wind fresh these 24 hours fine weather & a
fresh breeze from S by E & stirring up the wind
bearing $47^{\circ} 30' 15''$ W & at 1 A.M. saw a large
whale of the size known 2 miles off going
quickly to the windward & at half past 6
toured all the boats for him 2 points on
the weather bow 1 1/2 miles off did not see the
Whale out of the boats & at dark the boats
came on board middle part fine & stirring
up the wind latter part about the same &
at 6 A.M. bear of SSW so ends this 24 hours

Lat 32.44 S L.C. 46.88 W

Sunday December 17th 1865

Commodore this 24 hours with fine weather
& a light breeze from SSW stirring up W
at 11 M at sunset took in the foresails &
& fore top gallant sail & dabbled up the fore
topsail & middle & latter part very all
& a wind which will rise & at a close
at 11 P.M. sprall out 11 A.M. twice the ship
sets up the topsails & at the light said so ends

Lat 33.42 S L.C. 47.44 W

Monday December 18th 1865

Wind fresh these 24 hours thick & cloudy
weather & a fresh breeze from E by E stirring
up W at sunset took in the foresails &
& fore top gallant sail & dabbled up the fore
topsail & middle & latter part very all
& a wind which will rise & at a close
at 11 P.M. sprall out 11 A.M. twice the ship
sets up the topsails & at the light said so ends

Lat 35.03 S L.C. 50.03 W

Outward Bound

Tuesday December 19th 1863

First part there 24 hours hazy & a strong wind from the E steering SW & at 3 m^o it took in the sight sails & saw a whaling Bark & middle & outer part was moderate. At all times out of the range of 45° S W & ends this day.

Lat 36° 14' S. L.C 52° 42' W

Wednesday December 20th 1863

Cloudy this day with fresh breeze from E & steering N E W under all sails & fine weather this middle part was moderate & light breeze from N E W steering N E & saw plenty compasses & covered one boat & got one

Thursday December 21th 1863

Cloudy this day with fog & night breezes from S of E & steering by the wind bearing S E & E under all sails & middle & latter part rain & at 8 A.M. had a sea for soundings & got 80 fms. so ends this 24 hours

F.A. 84.37 F.T. 503.30 W

Friday December 22th 1863

First part there 24 hours cloudy & a light breeze from N E W & steering W S W & at 5 foggy & keep of S W by S under all sails a middle & latter part rainy & ends this day

Saturday December 23th 1863

Cloudy this day with fresh breeze from N E steering W S W & foggy & at 6 P.M. the wind went down W at 8 P.M. sounded & found no bottom & middle part clear later, and fresh breeze & at 6 A.M. left sea & W by S & at 11 A.M. sounded & found no bottom at 85 fathoms so ends this 24 hours

Lat 41° 26' S. L.C 57° 34' W

Bark Awarhankis

Sunday December 24th 1865

Commence this day with strong wind from W by N & steering by the wind bearing S W to S E under all sails at 6 AM took double reefed middle & fore topgallant sails & took in the main & fore topgallant sails at 4 AM & went back & found no other sail so ends this 24 hours

Lat 41° 53' S. L. C. 58° 7.5' S. W.

Monday December 25th 1865

Commence this day with fine weather & clear stars sighted 5 PM lightening seen from E by steering S E W under all sails at 6 AM spoke the Bark Cicero 2 months out from & middle & latter part fresh snow at 8 AM the wind came up to S E 8 PM took in the light sails & at 11 PM double reefed fore & main sail so ends this 24 hours

Lat 48.30 S. L. C. 58.20 W.

Tuesday December 26th 1865

First part this 24 hours fine weather & a strong wind from S W & steering by the wind bearing S S E under a double reefed middle & latter part light topgallant & steering by the wind bearing from S E to S & at 9 AM spoke the Bark Cicero so ends

Lat 44.50 S. L. C. 58.20 W.

Wednesday December 27

First part this 24 hours fine weather & a strong wind from S W & steering S S E under all sails & middle part especially & at 2 AM took in the light sails & double reefed the fore & main sails & took in the middle sail latter part more moderate & set all sails again & at 10 AM took in the light sails

Lat 45.00 S. L. C. 58.25 W.

Cutterwood Bound

Thursday December 28th 1865

First part there 24 hours strong wind from
W by S steering to the wind sailing 9¹/₂ M
under double reef Topsails & at 4 PM reefed the
Mainsail & fore sail & close up the Topsails & at
4 PM took in the fore Topsail & main sail & fore
Sail & middle sail were scuttle & at 5
PM the wind went to the S & we were ship heading
W by N at 10 took the top out of the courses

Lat 45.37 S. L.C. 60.01 W

Friday December 29th 1865

Commence the day with small weather & a
strong wind from S by E steering by the wind
heading N by E under a middle main Tops
ail & a double reef fore Topsail & at 6 AM took
in the fore & main sails in sight & middle sail
part about the same & at 1 PM close up main
Topsail so ends this 24 hours.

Lat 45.47 S. L.C. 62.54 W

Saturday December 30th 1865

Commence this day with small weather
on a strong wind from S by E steering to the
wind heading N by E under a double
reef Topsails at 6 AM were moderate
& middle & with part fine weather & a light breeze
on W by N steering by the wind heading S by E
Lat 46.03 S L C 62.58 W

Sunday December 31th 1865

Second part there 24 hours fine weather &
light breeze from W by E to W by S steering S E
under all sails & saw two-sails on land
PP in our fore Topsail & no 6 in the main Tops
ail & middle sail about the same time
part clear & at 7 AM a light breeze from S
by E & steering S S E & at 11 AM a light
breeze from S by W so ends this 24 hours

Lat 47.16 S. L.C. 64.05 W

Bark *Aurashonkis*

Sunday January 1st 1860

First part there 24 hours thick weather & a light breeze from NNE & steering SSW under all sails & one ship in sight & middle part fresh breeze & fair & strong wind from NNE & steering from SSW to SSW & so ends this day

Lat 49° 18' S. L. C. 65.12 W.

Tuesday January 2^d 1860

First part this 24 hours thick weather & a strong wind from NNE & steering various courses & at sunset steering SSW under all sail that would have a middle part about the same latter part more moderate at 8 AM ship up SSW & saw humpback whale & finback whale so ends this 24 hours

Lat 50° 42' S. L. C. 65.12 W.

Wednesday January 3^r 1860

Common this day with cloudy weather & a fair breeze from NNE & steering SSW under all sail that will draw & save number finbacks & middle & latter part thick fog & a ship up SSW & ends this 24 hours

Thursday January 4th 1860

First part there 24 hours thick weather & a light breeze from NNE & steering SSW at 2 PM the Capt. in the light boat & went to with the shore & went ashore at 2 AM the fog lighted up & Staten Island being SSW distant 15' at 3 AM light haze from NNE by SSW so ends this 24 hours

Lat 54.44 S. L. C. 65.06 W.

Friday January 5th 1860

First part there 24 hours fine weather & a light breeze from NNE & steering SSW at 4 AM the Capt took a boat & went on board ship William Wright of London at 7 AM

Cathcart & Board

Staten Island bearing $W\frac{1}{2}S\frac{1}{2}W$ distant 20 miles
wind N. W. thick & raining overcast fair
sun break from $S\frac{1}{2}W$ to $N\frac{1}{2}E$ steering by the
wind bearing $S\frac{1}{2}E$. S. by W at 5 A.M.
back in the light sails & double up the
fore topsails & saw 6 ships so ends this day

Lat $55^{\circ}47'S$. L. C $63.22^{\circ}W$

Saturday January 6 the 1866

Continued this day with fine weather & a fresh
breeze from $N\frac{1}{2}E$ & steaming to the wind bearing
 $S\frac{1}{2}E$ and with topsails & fly full & gaff
top sail Marshall Briggs has been off duty sick
with the flux ever since the 22 day of October
& didn't get it in time & light rain &
a little steaming & all the gear took too
from Friday evening to Saturday morning
& at 10 A.M. took in the light sails & double
& the fore topsail so ends this 24 hours
Sunday Jan 7 Lat $57^{\circ}00'S$. L. C $64.26^{\circ}W$

Wind fair from 24 hours light breeze
from $S\frac{1}{2}E$ steaming to the wind bearing
 $14^{\circ}E$ & at 2 P.M. the wind hauls to the
 $S\frac{1}{2}W$ & continues like this for 3 hours
the p.c. fills a main top gallant sail & a
topgallant sail from $S\frac{1}{2}W$ to $N\frac{1}{2}E$ by the wind
bearing $S\frac{1}{2}W$ to $N\frac{1}{2}E$ with short lightning &
lightning every four minutes until an $E\frac{1}{2}N$
 W bearing 8° at 2 P.M. back in the wind bearing

Lat $57.08^{\circ}S$. L. C $66.06^{\circ}W$

Monday January 8 the 1866

Wind part these 24 hours fine weather
& a light breeze from $N\frac{1}{2}E$ bearing $14^{\circ}E$
bearing $S\frac{1}{2}W$ until 10 A.M. & 5 sails more
and less take the Bear & Daniel about &
are divided middle & take few of them
& rain & a strong wind bearing $W\frac{1}{2}S\frac{1}{2}W$
at 10 A.M. the wind to $W\frac{1}{2}S\frac{1}{2}W$ & a light breeze

Lat $57.08^{\circ}S$. L. C $66.06^{\circ}W$

Bark Arrowbankis

Tuesday January 9th 1866
Fine day this 24 hours clear weather &
strong wind from N.W. 40° 80 miles by the
wind heading S.W. wind blowing by the
sails jib & mainsail & at 3 took in jib & at
a look in the mainsail & fore sail on bark
in sight & middle & lower part fine & rainy
& at 6 am took in the jib & main fore sail
blowing a moderate gale so under this heading

Wednesday January 10th 1866
Cloudy this day with rain & wind
& a strong wind from N.W. by N. heading
N.W. I sat & saw the wind have to the W.
less & more slight heading N. of W. & out
of the way to jib & main sail the
sail in sight middle & lower part a fresh
gale from W. by S. 40 miles at 10 am took
in mainsail & at 1800 took fore sail
& at 4000 close up for luff sail goes into the
Lat 57.26 S. L.C 68.37 W.

Thursday January 11th 1866
First this day commences with a rainy
weather & a fresh gale from W. by N.
laying it in the bar and thick smoke
over the main fore sail & mainsail & at
4 PM took in the fore sail middle part about
the same after part more moderate & at 4 PM
the wind went to the N. S. E. & went by
heading N.E. & at the fore sail off the reef
fore sail & jib mainsail luff & go out of
the main fore sail so out this heading

Lat 57.00 S. L.C 68.40 W

Friday January 12th 1866
Very poor this day commences with
small clouds & a strong wind from
the east by the wind heading N.E. 40 miles
under which fore sail & jib & mainsail

Outward Bound

Lat & Lon were ship heading SSW & middle part
part 20° to 30° SW by E, or half a point to the
from WNW running SSW & was 4.8 m. to the reef.
The fore sail cut 10 d. very moderate. Turned up
out of N. Spraits & ends this 24 hours.

Lat 57.25 S. L. C 70.85 W

Saturday January 13rd 1866

First part this 24 hours fine weather & a light
breeze from NWW by W & steering by the wind
heading SSW & W. at 5 p.m. the wind turned
to S. W & steering by the wind bearing NWN
that evening. It was dark in the night &
& at half past twelve a man b. the name of
and was fell from the main top Gallant
yard & struck the waist boat & rolled &
fall over Board & was lost latter part strong
wind & under double reef fore & main sail, so
Lat 57.40 S. L. C 71.20 W

Lat 57.40 S. L. C 71.20 W

Sunday January 14th 1866

First part more 24 hours strong wind
from NWNW steering by the wind heading
SSW & at 5 p.m. took the fore topsail
& took the fore sail & at 7 o'clock reef the main
sail & added part about the same latter part
was moderate 4.8 m. turn the reef out of the corner
& away out of the N. Spraits & under

Lat 58.25 S. L. C 73.25 W

Monday January 15th 1866

First part this day commence with squalls
& a strong wind from NWNW steering by
the wind heading SSW & added part 10 d.
Fore sail & main sail at 8 p.m. were reefed NWNW
& middle & lower part a strong wind &
gusty under full reef & wind moderate

Lat 58.25 S. L. C 73.25 W

Barki Atawakontis

Tuesday January 17 the 1866
commenced this day with fine & rainy weather &
a strong wind from N.E. & steering by the sun
bearing N.W. at 30° under wind point 60.
N.W. at 60° left shore to Bark 34 miles off bearing
true N.E. heading W. 15° under wind point 60.
by main top sail & both main top sail & jib
middle & little part thick rain soon.

Wednesday morning of 17 the 1866
commenced this day with fine & rainy weather &
a strong wind from E.N.E. & steering by the sun
bearing N.W. at 60° the wind bore to the S.
N.W. bearing W. 80° stuck in the reef & main sail &
the top sail & both main & close reef the main top sail
& middle & little part actually a moderate
rise at 60° & well set main top sail so comes in day

Sat 36.52 S. L.C. 7432 M.

Thursday January 18 the 1866
began first part this day commence with fine & rainy
weather from W.E. & steering by the wind bear-
ing N.W. at 60° from 3 pm Bark Atawakontis
Gattonworth & turn the reef out of the cables &
topsails fine weather middle part low latter
light airs from S.E. & turning N.W. under all
sails so ends this 24 hours

Sat 36.55 S. L.C. 7436 M.

Friday January 19 the 1866
commence this day with fine weather & a
light breeze from S.E. steering N.W. under all
sails & low sails in sight middle lead
turn cables & light breeze from S.E.
bearing N.W. 20° under all sails so comes in
Sat 36.56 S. L.C. 75.43 M.

Off New Bedford

Saturday January 20 The 1866

First part there 24 hours fine weather & a light
breeze from N'E. steering W. by N. under all sail
& the bark *Marietta*. Stars in sight & middle
part about the same latter part light breeze from
S. by E. W. steering S. by E. and running S. by E.
Lat 35.10 S. L. C. 77.08 W.

Lat 35.10 S. L. C. 77.08 W.

Sunday January 21 The 1866

Commence this day with fresh wind from S. by E.
steering by the wind heading S. by E. under
all sails & fine weather & middle part about
wind & boat in the light sail & down
up the foreails latter part fresh gale
from N. by E. S. by W. were ship heading S. by E.
Lat 34.45 S. L. C. 76.50 W.

Monday January 22 The 1866

First part this 24 hours thick rain &
usually & a strong gale from N. by E. W.
laying to under fore Top & staysail & main
spreader in the starboard tack. running S. by E.
of W. & middle & latter part about the same.
Lat 34.45 S. L. C. 76.50 W.

Lat 35.22 S. L. C. 76.48 W.

Tuesday January 23 The 1866

Commence this day with a strong gale from
W. by N. & laying to on the starboard tack
heading S. by E. & it took in main Top sail
& a fore sail under fore & main flagsails
& main spreader middle & latter part about the
same. Lat 35.56 S. L. C. 76.58 W.

Wednesday January 24 The 1866

First part this day commence with a moderate
gale from S. by E. running S. by E. & it was
moderate & suitable fore sail & main one each
out of main Top sail & middle & latter part
about the same latter part about the same
by heading at S. so ends this day

Frank Averashanks Log New Bedford

Tuesday January 28th 1866

First part day & forenoon you will see the wind from N.W. 30° W. blowing with a force of 40 miles per hour & rain & close reef the topsails & reef the main sail & at 6 do took in the fore topsail & foresail & at 7 do took in the main topsail blowing a gale blowing N.W. over the port tack & middle & latter part in the main. At 11 PM sat the main topsail & foresail & at 6 AM a gale & reefed out of the main topsail & at 11 AM turn out reef out of main topsail again.

Lat 54.48 S. L.C. 7640 fms

Wednesday January 29th 1866

First part this day fresh wind from W. & steering by the wind heading N.W. 30° W. at 3 PM back & running with a light breeze from N.N.E. heading W. 30° W. under double reef topsails & main & with port square & a gale & at 7 PM a gale blowing N.W. 30° W. heading N.W. 15° W. & at 12 mid night took in fore topsail & main sail & at 9 AM sat the main sail down.

Lat 53.48 S. L.C. 7620 fms

Thursday January 30th

First part this day commended a gale with a fresh gale from N.W. 30° W. steering by the wind heading N.W. 15° W. under a close reef main topsail & reefs & at 5 PM sat the fore topsail close reefed & main & latter part more moderate & at 7 PM took the reef out of the topsails & at 9 PM reefed all sails & at 8 do took in light & double reef the topsails so ends this day.

Lat 53.50 S. L.C. 7620 fms

Friday January 31st 1866

Commended this day with a gale & moderate gale blowing from N.W. 30° W. steering by the wind heading N.W. 15° W. under a close reef main topsail & reefs & main sail considerably lessened.

Osteward Sound

In the forenoon went ashore & at 4 PM took
the boat & got the men & horses &
sail & do sail. The night sails thick & rainy

Monday January 29th 1866

Wind from N.E. at 24 knots & raining
at 10 AM. Sailed up from 7° 45' S. & heading
N.W. at 45° 30' E. Heading S.W. at 3 PM. took
in all right sail at 4 PM. Sailed up to do so
again & middle & latter part about the same
wind from the W. heading S.S.W. so ended

Lat 54° 33' S. L.C. 8 1.17 W.

Tuesday January 30th 1866

Rained part these 24 hours especially & a strong
wind from N.E. at 24 knots & raining. Heading
N.W. at 45° 30' E. Sailed up to do so
at 4 PM. Main sail & middle & latter part
more moderate. At 10 AM took main sail off &
spars & cables & do sail the gale so ended this day

Lat 58° 26' S. L.C. 8 1.15 W.

Wednesday January 31th 1866

Rained part this 24 hours & a strong
wind from W. & S.W. & raining by the time
heading N.W. & N.W. by W. at 6 mor. moderate
but all sail off & on board in the light wind
& misty & later part also at the same & at 10
AM do off so ended this day

Thursday February 1st 1866

Rained part this 24 hours & a strong
wind from W. & S.W. at 6 PM. took main
sail heading W.W.S.W. & at 2 PM close reefed
the foresail & took in the mainsail
& off the main sail with the 1st & 2nd
masts & do not go to sea again, finding
a flat bottom at 10 AM. stricken down & took
out all the gear & do sail at the main sail
& do not go to sea again. The weather was
fine the rest of the day.

Lat 54° 33' S. L.C. 8 1.17 W.

Bark Awasbanks Off New Bedford

Friday February 4th 1866

Left port 2nd at 8 AM with wind N.E. 30° 30' at a light land & the village at a distance. Steaming N.E. N.W. in the light winds and up the coast passing a little ground to the right and a small town from 8 AM to 3 PM. Wind N.E. 30° 30' with this day.

Lat. 51.34 S. L. L. 81.57 W.

Saturday February 5th 1866

First part of this day generally overcast and from 4 AM strong N.E. 30° 30' wind blowing from the north & wind up. Tiller & sail & middle fore & main sails. Middle & main sails set at 11 AM took in the main. N.E. Gales & sail. Light & just now moderate & at 10 AM set all sails & saw the bk. S. 1/2 E. of a small & sandy bank.

Lat 47.18 S. L. L. 81.42 W.

Sunday February 4th 1866

Second part of this day with fine weather & a strong wind blowing N.E. 30° 30' with a good keep of all under all sails & middle & main & first strong wind from N.E. 30° 30' AM. But to in the light winds & at 8 AM double up the fore & main sails & at 10 AM made the main sail & at 12 AM close hauled N.E. The fore sail & main sail so much this day.

Monday February 5th 1866

Third part of this day. It rained & a strong wind from 4 AM blowing off the land & land & land & clouds & sea & moderate & 10 AM. Set all out on the course & had the gale & at 12 PM was in the vicinity of the coast & at 4 PM had the gale & last & end of the day.

Lat 42.22 S. L. L. 75.00 W.

Log Book

Tuesday February 6th 1866
Commence this day with weather & a light breeze
from S. blowing N.W. wind at 10 miles and the
wind has a little & less force now and the
day of Feb 6th a good day

Wednesday February 7th 1866
Commence this day with fine weather & a fresh
wind from S. blowing N.E. wind at 10 miles
of strength and all day a little & less
force and half past one we sail
with a light & distant 50 miles sound

Thursday February 8th 1866
Commence this day with fine weather & a strong
wind from S. blowing N.E. wind at 10 miles
and at 11. I land at anchor about 4 miles
W.W. of island 3 miles S. Main land being
from N.W. to E. N.E. distant 12 miles & middle
& latter part of it a very wind breakers &
at Mocha at 11 the boat came off with 10 bags
& tallow so ends this day

Friday February 9th 1866

Commence this day with fine weather &
strong wind from S. & laying off soon at
Mocha and at 4 the boat came on board & kept
off till 6 AM at which time at 5 PM
the boat was hoisted being 30 miles
from the coast & a little further down the coast
past 11 PM and the boat from 10 PM to
11 AM the boat had to be hoisted

Saturday February 10th 1866

Wind at 10 miles per hour & a strong
wind from S. blowing N.E. wind after 10 miles
is associated this with the species of the
boat to carry load did not hold fast &
half of it fell off & would & latter part go
a few number points by so and this is a loss

Log No 334. F.C.

Sark Havarhanks Off Skewbedford
Tuesday February 11 1860
First part this day fine weather & a fresh
wind from SSW blowing in the Island
but about 1000 ft lower than the sea
fine & sheltering W & at 3^{pm} saw the Island of Guernsey
at 11 miles distant & at 4^{pm} at 20 miles distant & at 7^{pm} at 12 miles
at 11³⁰ we were opposite to the Island of Jersey
Sunday February 12 1860
Cloudy all day with fine weather & a light
wind from SSW blowing in the Island
wind & sea gradually increasing & at 10³⁰ we
left the Island of Jersey & sailed to the N.E. 24 hours
Lat 51.17 S. L.C. 15.06 W.

Tuesday February 13 1860
Cloudy all day with fine weather & a light
wind from SSW blowing in the Island
wind & sea gradually increasing & at 10³⁰ we
left the Island of Jersey & sailed to the N.E. 24 hours
Lat 51.17 S. L.C. 15.06 W.

Wednesday February 14 1860
Cloudy all day with fine weather & a light
wind from SSW blowing in the Island

wind & sea gradually increasing & at 10³⁰ we
left the Island of Jersey & sailed to the N.E.
Lat 51.17 S. L.C. 15.06 W.

Thursday February 15 1860
Cloudy all day with fine weather & a light
wind from SSW blowing in the Island
wind & sea gradually increasing & at 10³⁰ we
left the Island of Jersey & sailed to the N.E.
Lat 51.17 S. L.C. 15.06 W.

Friday February 16 1860
Cloudy all day with fine weather & a light
wind from SSW blowing in the Island
wind & sea gradually increasing & at 10³⁰ we
left the Island of Jersey & sailed to the N.E.

Log Book

Saturday February 17th 1866

Commence this day with fine weather & a light
wind E. S. S. by W. wind about N.
& middle sail set. Wind up to 1000 feet
in 2 hours & then a gale.

Lat 23.25 S. L. C. 83.55 W
Wind E. S. S. by W. wind about N.
Wind up to 1000 feet & then a gale.
Under all sails & middle & latter part
in so much this 24 hours

Lat 23.25 S. L. C. 83.55 W
Monday February 18th 1866

Commence this day with fine weather & a light
wind from E. S. S. by W. wind about N.
Wind up to 1000 feet & latter part in so much
that it is hard to see this afternoon.

Lat 22.01 S. L. C. 85.55 W
Tuesday February 20th 1866

Commence this day with fine weather & a fresh
breeze from E. S. S. by W. wind about N.
Wind up to 1000 feet & latter part in so much
that it is hard to see this afternoon.

Lat 20.48 S. L. C. 88.14 W
Wednesday February 21st 1866

Commence this day with fine weather & a
fresh breeze from E. S. S. by W. wind about N.
Wind up to 1000 feet & latter part in so much
that it is hard to see this afternoon.

Lat 18.40 S. L. C. 90.50 W
Thursday February 22nd 1866

Commence this day with fine weather & a
light wind from E. S. S. by W. wind about N.
Wind up to 1000 feet & middle & latter part in
so much that it is hard to see this afternoon.

Lat 16.23 S. L. C. 93.24 W

Bark Stewshoek Off New Bedford
Friday February 13th 1860
Cloudy this day with fine weather & a
light breeze from E blowing W under
the sail as well as the top sail
top & middle part fine & much wind
in back with the sail up to the top
sail before rain becomes bad and it rains
more

The bar I saw's about one mile

Sat 13.318 T.C. 95.377 M

Saturday February 14th 1860

Cloudy this day with fine weather & a
light breeze from E blowing W under
the sail & middle & upper part fine &
most part of day in sight wind from E
with clouds still

Sat 14.028 T.C. 97.427 M

Sunday February 15th 1860
Cloudy this day with fine weather &
a light breeze from E blowing W under
the sail & middle & lower part fine &
most part of day in sight

Sat 14.958 T.C. 98.527 M

Monday February 16th
Cloudy this day with fine
weather & a light breeze from E blowing
W under all sail middle & lower part
fine most part of day in sight

Sat 15.928 T.C. 100.627 M

Tuesday February 17th 1860
Part of day here & there fine weather & a
light breeze from E blowing W under all
& middle & last part in
most part in passing the rain before it comes

Sat 17.068 T.C. 102.827 M

Wednesday February 18th

First part this day fine weather & a light
breeze from E blowing W under all sail middle
& last part fine & most part in

Log Book

Sunday March 1st 1866
Commence this day with fine weather & a
light breeze from E blowing W winds all
day & middle & latter part fine & cool
unobstructed sight last evening till sun

Fat 16.26 G. L.C 106.34 M

Monday March 2nd 1866
Cloudy but the 24 hours previous a
light breeze from E blowing W winds
all day & middle & latter part fine & cool
unobstructed sight last evening till sun this day

Fat 16.06 G. L.C 108.25 M

Tuesday March 3rd 1866
Commence this day with fine weather &
a light breeze from E blowing W winds
all day Mr Jerome Biggs has gone to his
house & is in middle & latter part fine
unobstructed sight last evening till sun

Fat 18.48 G. L.C 110.45 M

Wednesday March 4th 1866
Commence this day with fine weather &
a light breeze from E blowing W winds
all day & middle & latter part fine & cool
unobstructed sight last evening till sun

Fat 15.27 G. L.C 113.03 M

Cloudy part this day fine weather &
a light breeze from E blowing W winds
all day & middle & latter part fine & cool
unobstructed sight last evening till sun

Fat 15.27 G. L.C 115.65 M

Thursday March 6th 1866
Cloudy part this day fine weather &
a light breeze from E blowing W winds
all day & middle & latter part fine & cool
unobstructed sight last evening till sun
so ends this day

Fat 14.48 G. L.C 117.12 M

Bark Amaranthus

Wednesday March 7th 1860
wind N.E. & sea very calm & a
light breeze from S. blowing off water
all day. Wind & water perfectly smooth
and sailing well. Sighted 2 small
islands & a rock about 10 miles

Lat 14.28 S. L.C. 1145 P.M.

Thursday March 8th 1860

First part this day fine weather
a light breeze from S. blowing off water
all day. Wind & water perfectly smooth
and sailing well. Sighted 2 small
islands & a rock about 10 miles

Lat 15.46 S. L.C. 1220 P.M.

Friday March 9th 1860

Wind N.E. & sea very calm &
a fresh breeze from E. blowing off
water all day. Wind & water perfectly
smooth & sailing well. Sighted 2 small
islands & a rock about 10 miles

Lat 16.54 S. L.C. 1345 P.M.

Wind N.E. & sea very calm &
a fresh breeze from E. blowing off
water all day. Wind & water perfectly
smooth & sailing well. Sighted 2 small
islands & a rock about 10 miles

Lat 17.54 S. L.C. 1454 P.M.

Saturday March 10th 1860

First part this day fine weather
& a fresh breeze from E. blowing off
water all day. Wind & water perfectly
smooth & sailing well. Sighted 2 small
islands & a rock about 10 miles

Lat 18.12 S. L.C. 1320 P.M.

Monday March 11th 1860

First part this day fine weather &
sky very clear. Sailed during the
N. wind & all sails middle & little part
fine & much improved. Sighted 2 small
islands & a rock about 10 miles

Lat 18.84 S. L.C. 1454 P.M.

Outward Bound

Tuesday March 13rd 1860
Left port this morning in a north & a
light wind soon became E. & blowing W. by S. and
we sailed south & west for 10 miles & came
in sight of ship which so ends this 24 hours

Lat 10.32 S. L.C. 135.40 W.

Wednesday March 14th 1860
Left port this day with a light easterly
breeze from E. & leesing W. & S under all sails
at 8 in the forenoon we came to anchor off
Sail middle & lower part of the wind
from N. by E. to S. by E. & a light
breeze from E. & leesing W. by S. under all
sails & anchor

Lat 10.32 S. L.C. 135.40 W.

Thursday March 15th 1860
commence this day with fine weather & a light
breeze from E. & leesing W. & S under all sails
& at 8 in the forenoon we came to anchor off
Sail middle & lower part of the wind
from N. by E. to S. by E. & a light
breeze from E. & leesing W. by S. under all
sails & anchor

Friday March 16th 1860

Left port this day with fine weather &
a light easterly breeze & at 3 P.M. came to
anchor at Isla Magdalena in 15 fathoms
water and in sight of port soon
all hands were busy preparing

Saturday March 17th 1860

Left port this day with fine weather & a
light easterly breeze & at 3 P.M. came to
anchor at Isla Magdalena in 15 fathoms
water and in sight of port soon
all hands were busy preparing

Sunday March 18th 1860

Left port this day with fine weather &
a light easterly breeze & at 3 P.M. came to
anchor at Isla Magdalena & one watch ashore on liberty
& the com of at 8 in the forenoon so ends this day.

Bark Avaranchus laying at Magdalena
Monday March 18 to 1860
informed his st. off 5 miles & went
laying at Magdalena & middle & latter
part fine & took up anchor & went

Tuesday March 19 the 1860
commence this 24 hours with fine weather
a light breeze was blowing a moderate
part fine laying at Magdalena some

Wednesday March 20
fine & clear with fine weather
a light breeze blowing a moderate
& middle & latter part fine & took
ashore on liberty so ends this 24 hours

Thursday March 21 the 1860
fine & clear 24 hours fine weather
leaving Magdalena sold to the man
Cunha & Co. that is at & arrived on board
the Bark Laropha 2000 ft. full load
middle & latter part fine & sometime in
the night a house by the name of
deserted from the ship

Friday March 22 the 1860
left port this morning from 8 AM & 10 AM
the wind was moderate & sea
& steering NW N W under all sail
& at sunset the Island of Magdalena
bearing N E N E & S E distance 10 miles
middle & latter part fine & taking east

Saturday March 23 the 1860
at 11 AM left this & came about
a gale from the parts of the sea as
at sunset came to anchor ^{upon} ~~on~~
W N W distance 10 miles & middle & latter
part fine & laying at anchor
to end the day

Bahi Avashanks a Cruising for Sperm
Sunday March 25 The 1866
commence this day with breeze from S E blowing
N W along the land at 3 PM the natives com
up & get a fish & the people begin to go
out & stand upon being told it is time
in the middle & back of the land during
the 24 hours

Monday March 26 The 1866
commence this day with a light breeze
from S E blowing to the land bearing
N W & under it rains with first fire
engulf with the sea great dark & wet
heat & sun white but did not see sun
again & at half past 11 am we had back
& haul but the wind had so much

Tuesday March 27 The 1866
commence this day with fine weather & a
light breeze from S E & at 1 hour 15 min
began to blow the whalers that were
there & at 8 AM same the whalers & savages
all 4 boats for them & got them what
we do I B one to the W B now to 10 PM
middle & latter part give out daylight
coming & a 10 min pitch cutting savages

Monday March 28 The 1866
commence this day with a light breeze
bearing N W & a great deal of
the wind opposite backs & middle
part great wind off the coast & never
stopping it in getting to port the day

However about 3 PM we
commence meeting with a great deal of noise
bearing a light breeze from N E & blowing
to the wind opposite backs & middle
& some part of the land the sea was
so much in noise as to hear no

Bark Atawashook off New Bedford
Lat 6° 48' S. L.C. 140000
Wind N.E. 30 miles per hour
Sails 20 yards 2.4 hours
Saturday March 31st 1.
Wind N.E. 30 miles per hour
Sails 20 yards 2.4 hours
Wind heading N.E. under all sails & the ship
whaled down with 650 lbs middle & latter
five & watch employed in preparing
oil 80 yards this 24 hours

Lat 6° 48' S. L.C. 140000

Sunday April 1st The weather
commenced this day fine & clear
& a fresh breeze from E. to S.W. 30 miles
under all sails & at 4 PM fast. The oil
was prepared with some difficulty this
afternoon due to want of light
of clarity this last 10 days middle & latter
part five sounds this 24 hours

Lat 3° 14' S. L.C. 140000

Monday April 2nd The weather
commenced this day with fine weather
& a fresh breeze from E. to S.W. 30 miles
The wind heading N.E. under all
sails & the ship with some difficulty
for the last week middle & latter part
of the day fast due to want of
light & smoke employed braving
the wind & waves this 24 hours

Lat 4° 30' S. L.C. 140000

Wednesday April 4th The weather
first part this 24 hours fine & clear
& a fresh breeze from N.E. to S.W. 30 miles
watch ship heading N.E. under all sails
middle & latter part of the day
wind & waves this 24 hours

Searched To The Sandwich Islands

Wednesday April 6th 1860
Wind N.E. & N.W. 10-12 m.p.h.
Cloudy & hazy. Sailing 10° E
of N.E. with all sail
middle & latter part fine. Sailing 40° E
or each unployed ship did so now
Fiat 1505 M.L.T. G.C. 141.15 W

Thursday April 7th 1860
Winded this day with fine weather
a light breeze from E. S.E. sailing
under all sails & at 5 P.M. saw a sail
middle & latter part equally & sailing
40° W. or even this 24 hours

Friday April 8th 1860
Winded this day with fine weather
a light breeze from E.S.E. sailing 40° W.
under all sails middle & latter part

parts of the compass &c.

Saturday April 9th The 1860
Wind past these 24 hours frequent spurs
of rain & clam with all sails set & at
P.M. a light air from N.E.
middle & latter part equally case

Fiat 5.55 M.L.T.

Sunday April 10th & The 1860
Wind past this 24 hours & all with
wind heading N.E. in 80° S.W.
middle & latter part equally case
wind originally from westward

Fiat 7.55 M.L.T. G.C. 145.15 W

Burk' Starboard Off. New Bedford

Latitude 10° 15' S. Long. 160° 30' E.

6-9. 1878.

From 10.00 A.M. steering by the horizon
at 10° 15' S. under all sail's & middle
cutter part way until 3 o'clock in the
evening & onwards. This 24 hours

Lat 12.00 L.C. 145.2.

Wednesday April 11. M 1.00

Day being overcast from St Eustatius
to 10° 15' S. long 180° E. W. N. E.
Cape Top sail's middle & cutter part
way until 3 o'clock in the evening

Lat 14.15 S. L.C. 144.0.

Thursday April 12. M 1.00

Day being overcast with fine
rain & wind blowing from the
S. E. steering by the horizon
under middle Top sail's
cutter part way the same even-

Lat 16.34 S. L.C. 142.0.

Friday April 13. M 1.00

Day being overcast with fine
rain & wind blowing from the
N. E. steering by the horizon
under middle Top sail's
cutter part way the same even-

Lat 18.42 S. L.C. 140.0.

Laying in Kort at Shiloh

Sunday April 14th 1866

Commerce this day with fine winds &
a strong wind from N.E. blowing steadily
under all sails & with a latter part about
the same & a heavy sea all the time.

Lat 48.34 N. L. C. 153.22 W

Monday April 15 the 15th
Commerce Wind with fine weather &
a strong wind from N.E. blowing steadily
at S.E. at 8 AM took in Shore Tugs & used
to & double keep the Shore Tugs ait
as we saw a ship steering N.W. by N. middle
of the flat & as it was getting dark in
the harbor & the wind was still blowing
we took flat & at 12 noon came to anchor at
W.H. in 7 fathoms water & stuck 55 fathoms
down so ends this 24 hours

Monday April 16 the 1866

Commerce Wind with fine weather &
a strong wind from N.E. blowing steadily
at S.E. at 8 AM took in Shore Tugs &
rain to discharge this day 2 new one by the
name of the Union Bridge & the
business so ends this day

Tuesday April 17 the 1866

Commerce this day with fine weather &
a strong wind from N.E. blowing steadily
at S.E. at 8 AM took in Shore Tugs &
rain to discharge this day 2 new one by the
name of the Union Bridge & the
business so ends this day

Wednesday April 18 the 1866

Commerce Wind with fine weather &
a strong wind from N.E. blowing steadily
at S.E. at 8 AM took in Shore Tugs &
rain to discharge this day 2 new one by the
name of the Union Bridge & the business so ends this day

Bark Newashonk off New Bedford

Left by dinner time & went
out to sea about 11 AM and found
the wind SSW 10 to 15 Kts
with a high sea running
along side about 8' in height at 30 sec
I found a small & broken boat
about 10' long & 3' wide & 1' deep
was pitch of no was found last night
at 11 o'clock 5 miles from down & put the carpenter
in it so ends this 24 hours

Friday April 20th 1858

Left for 24 hours this morning in
a very heavy sea & wind SW 15 Kts
with wind bound & middle & latter part
of the day in the 24 hours
calm with a few
commence this 24 hours with frequent showers
and air from all parts of the upper
air & middle bound & middle

Sunday April 22 the 10th

Left for 24 hours with a
wind SW 15 Kts during all time
of the day & middle bound & middle
with the pilot on board 80 sec to 100 sec

Monday April 23 the 11th

Left for 24 hours with a
wind SW 15 Kts during all time
of the day & middle bound & middle
with the pilot on board 80 sec to 100 sec
during 8 PM of 23 distant 15 miles middle
of the day bound & middle the
following day wind SW 15 Kts
first part this day a little more
wind from the SW 15 Kts to 10 Kts
10 AM of 24 distance 15 miles

Log Book

at back middle & latter part strong wind
and rain. Wind westwardly & northwardly
Capt went a shore so ends this 24 hours

Wind westwardly & northwardly
Compass at 2 PM a launch came off with 10
Bushells scallops & at 15 on the aft an
enough up wind & to you the boat
had fresh breeze from N E latter part
light breeze from the N W steering

Wednesday April 26 1866
Cloudy day with fine wind
a light breeze from the N E steering
the wind in your back not enough
to right course & with the assistance
of the wind N W to be near all will
admit it stand about 4 points
bearing N by E & W distant 20 miles and
wind N W steering N E & distance 10
miles so ends this 24 hours

Thursday April 27 1866
Wind N E & N W 24 hours fine with
a light breeze from S steering no fore
wind & will bear in the light
wills & suff to by this wind with the fore
wind bearing S E by E & diamond
head bearing N W distant 4 miles middle
of the fore wind & N W 10 miles
distance 10 miles so ends this 24 hours

Park Awashonks

Bound to the Arctic Ocean

Thursday May 3rd 1866

commence this day with fine weather & a light breeze from S & steering various courses & sun set at point of a hill rising N & E distant 10 miles & at 7 P.M. took ship heading E & made S with 55° W at 8 A.M. kept all N sooids this day.

Friday May 4th 1866

commence this day with fine weather & a light breeze from S & steering N & E. wind sails middle & latter part fine & warm.

Saturday May 5th 1866

commence this day with fine weather & a light breeze from S & steering N & E. wind sails middle & latter part fine & warm.

Sunday May 6th 1866

commence this day with fine weather & a light air from N & E. steering by the wind heading N & E. wind impeded in passing over ice.

Lat 24° 27' N L.C. 154°

Monday May 7th 1866

commence this day with fine weather & a light breeze from N & E. steering by the wind under all sail's middle & latter part fine & warm.

5 boats down this 24 hours

Lat 25° 55' N. G. 6° 16' 33" W.

Tuesday May 8th 1866

commence this day with fine weather & a light air from N & E. steering by the wind under all sail's middle & latter part fine & warm.

Bark Alwashonk off Skewbedford

commence this day with a fine wind
a strong wind from SSW blowing
100 miles an hour and in one hour
it has blown away 1000 feet of

the coast and washed away a
large amount of land.

The day May 11th does

commence this day with thick & rainy
weather and a strong wind from
SW blowing 100 miles an hour
and it has washed away a large
amount of land.

The day May 12th does
commence this day with a strong wind from
SW blowing 100 miles an hour

heading SSW middle & latterly
a light wind from SSW blowing 100 miles
an hour.

Lat 30.18 N. L.C. 166870

Friday May 13th does

commence this day with a fine wind
from SW blowing 100 miles an hour

by the wind heading SSW middle &
latterly a light wind from SSW

Lat 30.34 N. L.C. 166870

Saturday May 14th does

commence this day with a fine wind
& a strong middle part it was a
gentle light breeze from SSW

SW blowing 100 miles an hour all day
Lat 31.18 N. L.C. 166870

Sunday May 15th does

this day with a fine wind
a light breeze from SSW

SW blowing 100 miles an hour all day

Lat 31.54 N. L.C. 166870

Monday May 16th does

Round to the Arctic Ocean

Wednesday May 15th 1866
Commerce. Wind N.E. 34° D. 100°
S. S. 100° E. 100° N. 100° W.
S. 100° E. 100° N. 100° W.
Wind N.E. 34° D. 100°
S. 100° E. 100° N. 100° W.
Under all sail. middle & main
about the same speed. This day.

Sat. 8.15 A.M. 1866 108.35 N.

Tuesday May 15th 1866
Commerce. This day with cloudy & a
light breeze from N.E. steering by the
wind. S. 100° E. 100° N. Under all sail's middle
& main. about the same speed. This day.

Wednesday May 16th 1866
Commerce. This day with fine weather
& a light breeze from E.N.E. steering N.W.
Under all sail's middle & latter part
the same. so ends this day.

Thursday May 17th 1866
Commerce this day with fine weather
& a light wind from E. steering N.W.
Under all sail's middle & latter part
steering by the wind. heading N.W.

Friday May 18th 1866

Commerce this day with fine weather. & a
light wind from N.E. by E. steering N.W.
Under all sail's middle & latter part
steering N.W. so ends this day.

Saturday May 19th 1866

Commerce this day with fine weather
& a light breeze from E. & E.S.E.
steering N.W. so ends this day.

Sunday May 20th 1866

Commerce this day with fine weather
steering N.W. so ends this day.

Last 40 22 M.L.C. 186.190

Bark Harkaway off New Bedford

Commence today with
a fresh breeze from S.
W. by W. consider all sails was on me
a sail middle part fore latter
foggy & hazy only till 8 A.M. so we
had

Monday May 21st 1850
Commence this day with light air
at N. & steering N. E. & W. under all sail
with the exception of the fore topgallant
windy wind abounds this day.

Tuesday May 22nd 1850

Commence this day with light
air & a strong wind from S. by E.
by N. by E. & W. under all sail
with the exception of the fore topgallant
sail & a little of the fore topgallant
the wind abounds this day
the wind blowing from the S. by E.
under all sail the wind blowing from
the S. by E. & W. under all sail
except sail & a little of the fore topgallant
at 8 A.M. wind abounds this day

Tuesday May 23rd 1850
Commence this day with a strong
wind blowing from the S. by E.
under all sail heading W. by S.
middle part about the time morning
the wind abounds this day
at 8 A.M. wind abounds this day

Tuesday May 24th 1850

This day the wind abounds

under all sail heading S. by E.
the wind abounds this day
the wind blowing from the S. by E.
middle & latter part foggy & it
is so true this day.

Round to the Arctic Ocean

Latitude 48° 12' N. L.C. 171.12 W.
This day we had fine weather & a
strong wind from the S.E. which
blows at 8° & carries a more main top-sail
& double reef fore-top-sail middle part
of the day. We were about 10 miles
from land, and so we had to reef our sails
one reef the main top-sail so in all this day

Lat 48.12 N. L.C. 171.12 W.

Saturday May 26 1866

Cloudy this day with a strong
wind blowing S.E. makes a close reef
in the topsail heading N.W. by E. per
million cable. We have been moving
about 10 miles the last two hours this day

Lat 49.37 N. L.C. 170.02 W.

Sunday May 27 1866

Cloudy this day. The wind was still
the same direction as it had been in the
main topsail & a D. 4 more moderate but
main top-sail again & reefed a lot
so that we have been moving about
10 miles the last two hours this day
and a close reef in the topsail so in this day

Lat 49.58 N. L.C. 170.02 W.

Monday May 28 1866

Cloudy this day fine weather &
light winds blowing S.E. making a
close reef in the main top-sail
lens latter fresh gales wind from E. blowing
W.G. W. & at 6 A.M. in the light winds & double
reef in the main top-sail & reefed the
fore-top-sail & kept away from land
heading N.E. by S. so round this day

Bark Awashanks off of Bedford
Island, N.B. May 27th 1866
Cloudy & calm with some wind
to the SSW. at 8 A.M. it began to rain
it continued during the day & was
moderate & thick & raining.

Lat 48.58 N L.C. 174.45 W

Wednesday May 28 the 1866

commenced this day with thick & raining
wind from the SSW. thick & raining
and some snow & sleet much of
the E. & herring N^W. so cold this day

Lat 48.02 N L.C. 174.45 W

Thursday May 29 the 1866

commence this day w^t cloudy &
a cool breeze from the E. to the SW.
Wind blowing N^W & a moderate
close reef topsails at 3 P.M. saw a small
island & land shore boat & a man
at 7 o'clock with a gun who did not
say what he wanted & a man
a green creeper & a & saw a gull now
going thick to the windward. Saw a
few seals on the ice distant
part of the shore & a small boat
near shore with a fisherman.

Friday May 30 the 1866

commence this day with a moderate
wind & a gale in the morning &
hurricane enveloped in whaling & a
few small boats came in here to take
sail for the night. we were about
about the same & at 8 a.m. in moderate
weather at 9 A.M. & 800 miles from the
Islands of the Labrador.

Latitude 48.00 N L.C. 174.45 W

Revised to the metric scale

July 30th 1884. F. C. 1745971

6-24 T-201

Cruising in the Antarctic Sea

8ight & 14 Sails no winds this day.

Left port side at 7 A.M. and saw a
Sail & got Sails up at 8 A.M. and
Saw another at 9 A.M. and
Left port side at 10 A.M. and saw
another at 11 A.M. and
Left port side at 12 M. and saw
another at 1 P.M. and

Thursday June 14 the 1866

Commenced this day with fine weather
Left port side at 7 A.M. and saw
the sea & at 4 got through into clear water
& at 7 P.M. a few Shadells were seen. At 7 P.M.
Left port side at 8 A.M. and saw

8ight fine Sailing if the
wind continues will be able to
cross of New Bedford take a whale
1000 & 15 Sails in sight so ends this day

Friday June 15 the 1866
Commenced this day with fine weather
& a light breeze from N.W. by E. & strong
wind to the eastward & the sea to the
westward at 10 A.M. the boat was sent
down to see the whale seen before
at 7 A.M. & the boat returned
to the ship about 1 P.M. and the
boat was sent down again at 2 P.M.

Bark Hornshoek off Skidbafford
Wednesday June 17th 1866
Commence this day with fine weather &
light breeze from NNE blowing in the
afternoon & until 10 P.M. the wind
from WSW with violent squalls
which however were not long
continued & gave way to a
calm during the night.

Friday June 18th 1866
Fine & foggy laying with the
wind SSW & SW blowing
continually & the sea
was very rough & choppy
the wind however was
not strong enough to
overturn the ship & we
had a quiet & comfortable
night.

Monday June 18th 1866
Commence this day with fine
weather & a light breeze from SSW blowing
continually & the sea
was very rough & choppy
the wind however was
not strong enough to
overturn the ship & we
had a quiet & comfortable
night.

Tuesday June 19th 1866
Commence this day with fine weather &
calm & the sea was very
smooth & quiet. The
wind on opposite tides was very
strong & blew up a high
sea. It blew hard to windward
all day & the ship
was very uncomfortable

Wednesday June 20th 1866
Commence this day with fine weather &
calm & the sea was very
smooth & quiet. The
wind on opposite tides was very
strong & blew up a high
sea. It blew hard to windward
all day & the ship
was very uncomfortable

Crossing in the Standard Dev
Commence this day with fine weather & a
light wind from S by E steering
around the S. & S. E. by E. the wind
at first middle & latter part fine & clear

Friday June 24 the 1866
Commence this day with fine weather
wind from N by E. & a light
foggy & middle & latter part
wind from N by E. steering by the wind
over opposite banks so noisy this day.

Saturday June 25 the 1866

Wind from N by E. & a light
foggy & middle & latter part
wind from N by E. steering by the wind
over opposite banks so noisy this day.

Latt 63.5° S L.C. 178298

Sunday June 26 the 1866
Commence this day with fine weather
& a strong wind from S by E steering
of the wind over opposite banks
around the S. & S. E. by E. by E.
foggy & middle & latter part
steering E by S. middle part foggy & laying
over opposite banks so noisy this day.

Latitude 63.5° S L.C. 178298

Monday June 27 the 1866

Wind from N by E. & a light
foggy & middle & latter part
wind from N by E. steering by the
wind over opposite banks so noisy this day.

Park Head Banks Off New Bedford

Wednesday June 27th 1866

Wrote to Mr. T. H. Day yesterday
as I had been away & could not get
back to him till about 9 P.M. He replied
at 8 A.M. this morning that he would go
out at 10 A.M. & return at 1 P.M.

Left at 10 A.M. & went to the Park Head
Bank about two miles from New Bedford.

Wednesday June 27th 1866

Left at 10 A.M. & went to the Park Head Bank.

At 1 P.M. I saw the first signs of the wind heading SSW under the
bank & about 100 fms. from the bank.

At 2 P.M. the wind was blowing by N
under the bank.

At 3 P.M. the wind was blowing by E
under the bank.

Wednesday June 27th 1866

Left at 10 A.M. & went to the Park Head Bank.

At 1 P.M. I saw the first signs of the wind
heading SSW under the bank.

At 2 P.M. the wind was blowing by E
under the bank.

At 3 P.M. the wind was blowing by E
under the bank.

Wednesday June 27th 1866

Left at 10 A.M. & went to the Park Head Bank.

At 1 P.M. I saw the first signs of the wind
heading SSW under the bank.

At 2 P.M. the wind was blowing by E
under the bank.

At 3 P.M. the wind was blowing by E
under the bank.

Wednesday June 27th 1866

Left at 10 A.M. & went to the Park Head Bank.

At 1 P.M. I saw the first signs of the wind
heading SSW under the bank.

At 2 P.M. the wind was blowing by E
under the bank.

At 3 P.M. the wind was blowing by E
under the bank.

Bound into The Arctic Ocean
Tuesday July 1 1860

Wind N by E. The wind & sea off good to best fit
the land bearing from N W 45° to N E 30°
20 miles so at 8 am 8 am I will divide the course
part & land the same so on 20 miles away

Monday July 2 1860
Proceeded this day with great difficulty
in light fresh breeze S W 45° to E 30°
wind bearing N E 45° to N N E all
middle & latter part foggy steering
the wind on opposite sides so end this day

Tuesday July 3 1860
Proceeded this day with foggy weather
a light breeze from S W 45° to E 30°
wind bearing E by S under all sails
middle & latter part foggy steering by
the wind so end this day so end this
steering only a little
distance this day with frequent squalls
of fog & light breeze from E S E &
wind bearing E by S under all sails
middle & latter part foggy steering by
the wind so end this day so end this

Wednesday July 4 1860
wind bearing E by S under all sails
middle & latter part foggy steering by
the wind so end this day so end this

Thursday July 6 1860
Proceeded this day with frequent squalls
of fog & light breeze from S S E & E 30°
wind bearing N N E under all sails

Bark Skua & Sooty Terns off Shireheadford
Sail 99 miles from the coast to the south
& about 10 miles from the land.

Tuesday Feb 9th 1860

Commence this day with foggy weather
Carried 100 miles from Shireheadford
wind SW by E 10°. Sails out of Puffin Island
Island about 10 miles distant 20 miles
SW of our latitude. Land visible about
10 miles away to the west. The wind
was sail aback & went. This 26 hours

Wednesday Feb 10th 1860

This day with the wind
coming so variously we could
not get back to land. The
wind was aback & variable
but getting up & tending with the tide
we were out & about 10 miles away

Thursday Feb 11th 1860

Commence this day with wind
& a light rain. Wind SW by E
wind out of Puffin Island & with
it a very variable wind. In the afternoon
the wind rising up the wind out of the land
was 20 miles in sight & so close that

Friday Feb 12th 1860

commence this day with wind & rain
a light E by N from 9 to 11 miles off the land
along the land & at 10 AM took off a
rain middle & latter part clear, wind
less from SW & tending E. At noon
the wind & rain still less.

Saturday Feb 13th 1860

commence this day with wind & rain
a light SW by N
by 11 AM clear with a light
wind & SW by N. At 1 PM the wind
was still less.

Bound Through in the Arctic.

Bark Howard left New Bedford

Monday July 18 1860

Commence this day with clear & a
strong wind from SSW steering to
the wind heading WSW & made
double-deep traps 130 fms out &
will finish hoisting the traps in
less 30 mins middle & latter part
of day. Wind SW & strong
no wind or opposition to his action.

Tuesday July 19 1860

Commence this day with clear & a
strong wind from SSW & at
1 PM 160 fms off NNE & at 6 PM sight
large ship from SWW & steering by the wind
heading NW under all sails middle &
latter part of sight & middle & latter part sight
large & steering by the wind an opposition
to his & ends this day.

Wednesday July 20 1860

Commence this day with fine weather
& clear & all time light breeze from SSW &
steering WSW under all sails middle &
latter part fine steering by the wind wind
NW 10 PM 10 PM made double traps 130 fms

Thursday July 21 1860

Commence this day with fine weather
& a fresh breeze from SW & made double traps
130 fms under all sails & 14 min. fms in less
& all time spoke the bark Oliver Brown
middle & latter part especially & steering by the
wind on opposed to his so made double traps

Fri July 22 1860

Commence this day with fine weather
from SW steering WSW under all sails
traps along the side & made double traps
& all time spoke the bark Oliver Brown

Cruising in the Arctic Ocean

Tuesday July 22 The 25th 1866
Came over 100°'s and went up ice about
a light breeze from N. E. bearing a
light to the S. E. & S. S. E. & the wind
was so small so could take no
leaps for there was
not much sea & the wind blowing from the S.
the sea was smooth & little went fine
bearing of the wind on opposite tack
it was so small so will take no leaps.

Wednesday July 23 The 26th 1866
Came over this day with fine weather
a light breeze from N. E. bearing
the wind on opposite tack so small
middle & latter part fine & sailing
with the fore yard slack in the fore
and so small so will take no leaps.

Lat 70° 18' N. L. C 173.40 W

Monday July 23 The 25th 1866
Came over this day with fine weather
a fresh breeze from S. E. & bearing
by the wind on opposite tack so small
so small at 4 P.M. took in the light sail
middle part fine & sail, little yard
near & a light breeze from S. E. & at 11
P.M. all a howl went going right to the
C. & covered three boats for him did
not get past so small this day.

Lat 70° 18' L. C 174.08 W

Wednesday July 24 The 26th 1866
Came over this day with fine weather
a fresh breeze from S. E. & bearing by
the wind on opposite tack so small
so small so a light sail, little yard
near & a howl went going right to the
C. & covered three boats for him did
not get past so small this day.

Bark New Haven off New Bedford
Wednesday July 25th 1850
Commenced this day with a light
& a fresh breeze from SSW & blowing
The wind heading E & S E & N E
the wind blew the ship well down
a strong & high wind blowing from the SSW
with moderate swell the sea was
up the topgallant sail the main top
gallant sail & topgallant topgallant
sail. The heads gards were to

Thursday July 26th 1850

Commenced this day with thick &
darkish breeze from ESE & laying
with the starboard topgallant sail up
came up to the Lee & were & hove to
at 8th at 4 PM took in main topgallant
sail & at 6 PM hove to with the
middle & latter part thick & rainy &
double reef topgallants & masts. This day

Friday July 27th 1850

Commenced this day with thick &
a light breeze from WSW & blowing
by the wind heading SSW & N E
at 8th at 4 PM hove to with the
topgallant sail up the main top
gallant sail & middle & latter part
fine at 4 PM hove to with the
middle & latter part thick & rainy &
double reef topgallants & masts. This day

Saturday July 28th 1850

Commenced this day with a snow storm
& a light breeze from SW & S E
the wind heading SSW & N E
the wind blew the ship well down
the heads gards were to

Bark Arkansas Off New Bedford
Tuesday Augt 20th 1858
Left at 7 A.M. The wind
is now ship heading at NNE at 20 fath.
Fore topsails close reef midmasts & fore
part fine steering by the wind blowing
fairly & all hands employed in hoisting
& stirring down oil so as this day

Harrisburg in September

The sun would rise at 6:30
and we would go to the river
bank & walk along the river bank &
crossed the river about 7:30 AM. We
walked up the river side & crossed
at the 4th street bridge middle & latter part
of the morning & at 8 AM kept up 8th
street until 10 AM.

Tuesday August 27th 1866
Spent the day at 8th street & 4th
street bridge & also took the river boat
out to 4th street & back to 8th street
bridge. The river was very muddy
middle of the day & the water was
about 10 feet higher than the previous day.

Wednesday August 28th 1866 was
commenced this day with a walk from
providence farm 8th street bridge
to the fire department about middle
of latter part about the same time a
clear & warm day had a long walk & covered
a great portion but did not get far

7:30 AM pogg arounds this 3 hours

Thursday August 29th 1866
Spent the day at 8th street & 4th
street bridge about 10 AM took the river
boat to 4th street & came back to 8th
street bridge middle & latter part clear &
dry day the river was very muddy
but still no great damage done.

Friday August 30th 1866
Spent the day at 8th street & 4th
street bridge from 10 AM to 4 PM & during
the night walking about the city &
also visited the river bank & the river.

Bark Herashanks Off New Bedford

Saturday August 18th 1855

Car light - very poor & dark
Starting Eliz. W. about all day
vessel in sight & only one boat in
middle part foggy & hazing over
the sea. Found a back to the port
of 12° & at 11 A.M. saw a dead whale
in the fore & lowered 2 boats from him
& 30 fathoms in sight & so ends this day.

Sunday August 19th 1855

Commenced this day with fine weather
& a light breeze from N. E. at 7 A.M.
Saw the whale to the ship and
3. do commence cutting at 11 P.M.
cutting middle part foggy & dark
with star & at 8 A.M. commenced
so ends this day.

Monday August 20th 1855

Commenced this day with fine weather
& a light breeze from N. E. at 7 A.M.
by the animals are off loaded. Saw the whale to the
ship middle part thick fog & dark & so ends
in hazing so ends this 24 hours.

Tuesday August 21th 1855

Commence this day with fine weather
& a light breeze from N. E. at 7 A.M.
with the wind heading N. E. at 10 A.M. 2 P.M.
so animals are off loaded & the
piping hazing all round & so ends this 24 hours.

Wednesday August 22th 1855

Commence this day with fine weather
& a light breeze from N. E. at 7 A.M.
with the wind heading N. E. at 10 A.M. 2 P.M.
so animals are off loaded & the
piping hazing all round. The work was 8 & done in
middle part foggy & the same day the main
part of the day.

Crossing in off-shore breeze

Wind now blowing from the SSW
crossing the sea with a wind of 10-12
kts. & a high breeze over the land. Wind
is still offshore & wind is still offshore
at 10. I had a small middle part &
a high wind blowing from the SW. We were with the high
wind at a mid distance away & with high wind
over the land & with a small

Sunday August 19. Weather

Light wind heading at WSW. Middle
part sail middle & little part high blowing
to the land with a small part & a high wind
over the land.

Saturday August 18. Weather
commence this day with fine weather
& a light breeze from SSW. Wind 10-12 kts.
over the sea & at 5 miles off the land
it is still to the land & with a small
part & a high wind blowing various
along the coast ends this day

Sunday August 19. Weather
commence this day with fine weather
& a fresh breeze from SSW. Wind 10-12 kts.
over the sea & at 5 miles off the land
it is still to the land & with a small
part & a high wind blowing various
along the coast ends this day

Monday August 20. Weather
commence this day with thick fog & a
strong wind from ESE. & steering
by the wind we offend the high wind
over the land with a small part & a
high wind blowing from the SW. We are
offshore. Each part has 10 miles wind
& at 10 miles away & saw a whale and
lens & his wind went to 18 kts.

Bark Arrowheads off New Bedford

Wednesday August 21st 1851

Commence this day with fine weather

Wind N.E. at 6 A.M. & increasing to S.E. at 1 P.M.

Spoke with a whale & took some

Coals for him at 7 PM. The boat

is now in full sail & going fast

Saw a large whale & G. G. Wilson's

boat made with great difficulty

but still went on & took 100 lbs of coal

which will last this 34 hours

Wednesday August 22nd

Commence this day with fine weather

Wind N.E. at 6 A.M. & increasing to

E & blowing by the wind on

opposite tack. At 10 AM. saw a

large whale going N.W. The wind

did not lower & see new gear down

middle & latter part thinner

& blowing by the wind on opposite

Thursday August 23rd

Commence this day with a fine

day & a fresh wind from E.N.E.

blowing S. The wind heading S

I consider a good sail taken

up with which I have

sail middle part claim & other parts

light & go from W.S.E. blowing S

At 8 A.M. saw a whale going N.W.

Wind N.E. at 10 AM. & increasing to

E & blowing by the wind on opposite

tack. The wind blowing S.W. &

increasing to E. at 7 P.M. & increasing to S.E.

The wind blowing S.W. & increasing to S.E.

Wind N.E. at 10 AM. & increasing to S.E.

Wind N.E. at 1 P.M. & increasing to S.E.

Wind N.E. at 4 P.M. & increasing to S.E.

Crossing in Hatteras Passage

Sunday August 26th 1866
Commence this day with fine weather
at 6 AM got up at 6 AM & from 7 AM
had a light breeze - took a boat
& rowed all the boats & got one
to the S.W. & at 5 PM commenced sailing
at 11 AM came in sight of the
land west here were topsail & trysail
latter part fine - made all sail &
at 11 AM commence sailing so made

Monday August 27th 1866
Commence this day with fine weather
a light breeze from W. N. W. & at
6 AM got up & at 4 PM had a light breeze
the port topsail heading at 11 AM - all
made all sail & kept it up until
midnight in crossing so made this 24 hours

Monday August 27th 1866
Commence this day with fine weather
at night took a boat & went
by the wind heading N. & at 8 AM came
in sight of the land & at 11 AM
crossed the land & went
down the coast with fine weather
at 11 AM took a boat & went
down the coast with fine weather
midnight with fine weather
a whale going towards the Mississippi & all
that night & all the time in land
it so made this 24 hours The whale
was seen about 4 AM

Bark Herrickon's Off New Bedford

Philadelphia - Augt 20th 1870.

Cruising in Arctic Ocean

Commodore this day with flag and gun
hoisted a signal was from W.W. H. C.
bearing of the wind in opposite back & set a

position to see who he was. The signal
was sent down a second time.

Monday September 3d.

Commodore this day with flag hoisted
& a signal hoisted from W.W.H. C. bearing
of the wind recd it bore the opposite
back middle & half point of fine & at 10:30
bore back the fore top sail & at 2:30
true forward the back yards & end.

Tuesday September 4th 1866
Commodore this day with flag hoisted
recd a signal up in view of opposite
bore & hoisted with the fore yard arm
middle & half point about the same.
at 7 AM sent the boats in the
ice for what is & at 10 noon the
boats came off & did not see
it more so ends this 24 hours.

Wednesday September 5th

Commodore this day with flag hoisted
recd from the W.W.H. C. weather
bearing of the wind bearing E.
by N & at 4 PM took in the right
top sail & did the work in sight
visible & further part a fresh gale
& at 4:30 PM recd signal the fore
top sail hoisted E by N & soon took
in the work in sight

Bark Hawaianus off Skewbaldport
This is a specimen of
Styrax officinalis Chap. ex
S. M. & a pretty, all round tree
in the island. The bark is
brownish grey & lenticellate.
The latter part strong wind & with
a more moderate from the surface.

Sailing in Arctic Ocean

commence this day with a strong
gale from W^E & rousing the wind
at starboard main top sail & with
wave. The sea more & less breaking up
W^E & N^W & running with the wind
about the gale & at 4^o PM more gale
heading E^NE & at 10^o AM back in the
main top sail latter part more moderate
& at 4^o PM at the main top sail &
the wind blowing E^NE & the sea
fore top sail more & fore sail & main
top sail less.

Monday September 10th 1866
commence this day with a strong
wind from S^E & steering by the
wind heading W^W to N^W moderate.
Starboard top sail & fore sail & at 6
strong wind & especially steering by
the wind & the wind blowing from S^E & moderate.
At 4^o PM the wind
commence from E^N & blowing from
from W^E & steering by the wind
heading W^W & the wind & top sail
moderate & fore sail & main sail
wind at 4^o PM & at 4^o & 5^o more
moderate & moderate the wind
for them more moderate & good one
night. At 5^o PM & back the wind E^N & the
sea still & middle & latter part
more moderate & at 6^o AM commence with
gale & at 7^o AM finish so ends this day.

W^E 4^o 7^o 8^o 9^o 10^o 11^o 12^o

Park off coast of Pico
Wednesday Sept 13

From N. by E. bearing S. E. wind
bearing N. by E. under double gale
by which I had to run down & down
I lowered two boats for him & he
not got past San Jose with
either party more modest & at
24 we started. The weather however

Thursday September 14
commence this day with fine
weather

and in off Pico I did not
make the far middle & take just
a light sailing air & watching
in the long seconds the 24 hours

Friday September 14 the sun
commence this day with fine weather
a light sailing air from all parts
of the compass & at sunset took the
light sail middle & with part abt. 11.11
some & at 8 AM finish hoisting up
goats & all hands except
steering down with the wind & the sea

Saturday September 15
commence this day with a high
from S E starting E N E wind
all sails & fine weather & at 7 PM
I left S. & with the wind & wind
abt. 25° the middle & lower part
of the gale & the wind
was three hours heads going
the S E & at 10 PM in the land
& the gale & the wind

Cruising in Arctic Seas

Commenced this day with frequent
squalls of snow & a strong wind
from ESE steering by the wind had
to be set up all sail & hoisted
up & down three times & at 4 PM could
see the topgallant yard the main sail
& fore & middle yard & heavy wind still
continued to blow from ESE & at 7 AM
hoisted up all sail & hoisted

Monday September 17th 1866
Commenced this day with frequent
squalls of snow & a light breeze
from ESE steering by the wind all
sail & middle yard up & down & steering
by the wind one opiside to take his number
out on the starboard side so end this way.

Tuesday September 18th 1866
Commenced this day with frequent
squalls of snow & a fresh breeze
from ESE steering by the wind, heading
NNE & all sail & middle yard
up & down & steering
under all sail & at 4 PM saw a bar
land going quick to the SSE wind
comes for time middle & little yard
fine & clear & rose snow main topgallant
yard

Wednesday September 19th 1866
Commenced this day with frequent
squalls of snow & a light breeze
& hoisted all sail & middle yard
at 4 PM & at 6 AM saw two land &
sawered down twice fine this day
was clear as a mirror & the sun
was high in the sky

~~Patti~~ Bh. Awashankar's

Bark. Hawkbites

Wednesday September 27th 1860
Commenced this day with fine weather &
continued fine all day. The wind
was moderate & the air very dry &
bright from the sun being so near.
A close-sett grass-hopper was seen.

Friday September 28th 1860
Commenced this day with a strong
gale from N.W. lasting the greater
part of the day. It was a steady
wind & the clouds were thick & moving
rapidly. A lot of the rain got into the house
as it was rather fast in motion
at first & did the main top rail
down upon the eaves which caused
the roof to settle & leak.

Saturday September 29th 1860
The wind still blowing a gale from N.W.
leaving the under a close & continuous
spiral heating & water & air
little more moderate & dry than before
before top rail closed up & the roof
was made & the house dry again.
The wind & rain have done it well
and the drifts scattered down by the wind
are now almost gone. The air is
now moderately dry & the grass
is green & the flowers are in full bloom
as they were when I left them.

Scribbling in Arctic Ocean

Wednesday October 4. 1866
Saw land this day with difficulty
as we were in a thick mist
from off Eeling right land bearing
S S W under dark sky. Report's
at 4 PM same course and distance
from Eeling. By 5 PM light
had come on & we could see
the faint light air plane alights
up & away off land & you could see the
plane & a fisherman plane & sailing
the wind heading S E under a thin
gray cloud. I don't know if the fisherman
was at 4 PM or 5 PM as he was still flying
when we saw him.

At 6 AM I saw in the west
a snowdrift. This day with a moderate
breeze N E & at 4 PM took in fore
troll thick & snowing. The snow
is about 10 inches thick.

Left from Eeling to under action
ice plain. Sail thick but about the
same & at 8 AM kept off Eeling & at 10 AM
sighted a thick snowdrift so made this to

Wednesday October 5. The 1866
commenced this day with a strong
breeze N E & the top of 40 fms.
so at the fore topail close up &
at 1 PM finish hoisting & at 4 PM commen
steering down & at 6 PM took in the fore
troll. At 7 PM kept off Eeling
S E under a dense drift. Made sail
and the breeze has been quite
strong and from N S W
& took in the fore topail.

At 8 PM took in the fore topail
and steering up the wind.

Bound to the Standard. 93

Clark Marshall's

Log Book during his voyage
commence this day with the
steaks of smoke & dried fish
& the boats still chasing.

8 A.M. had two whales with middle &
bottom gear down & at daylight 8 A.M.
had them both hooked.

Friday October 12 the wind
commence this day with a light
breeze from E. The wind increased
the wind heading S. we were
sails & fine weather down to
sails & 8th sail Island rising
compt & at dark took
the light sails & the wind
with back & middle & bottom gear
a light breeze from the SSW & wind
of the wind on approach sail Island & went
Saturday October 13 the wind
commence this day thick & drizzling
rain & a light breeze from SSW &
strong to the wind heading S. &
sail all sail & 8th sail Island
the light sail & 8th sail Island
bearing E. N. distant 20 m. the wind
& latter part fine & at 8 A.M. saw
a right whale & secured 2 boats
time & got him to the L. B. sound.

Sunday October 14 the wind
commence this day with fine weather
& a light breeze from SSW & the
boats still fast to the whale & at
about 10.30 AM. got him to the S. S.
wind & water fast & went
up to the whale & secured him.

Bound to the Sandwick Is.

Monday October 15th 1842
Commenced this day with fine weather
a light breeze from E & steering
in course N by E. At 10 am made
wind from S east 10° east double up
the foresails yards. This 24 hours

Tuesday October 16th 1842
Cloudy. This day with fine weather
a light breeze from E & steering
in course N by E. At 10 am
started. The fire & commerce boating &
at 11 am had dinner all from 99 &
leaving 9° E. & at 12 pm took a
magnetic bearing for a gale & at 9pm
the wind hauled to the N by S & the
ship was heading N by E under canvas
& at 10 pm a sea struck the cutting
stage so far as this 24 hours

Wednesday October 17th 1842
Commenced this day with wind from
N by E. At 10 am took a
magnetic bearing for a gale & the wind
hauled to the N by S & the ship
was heading N by E under canvas
at 4 am commerce boating & at 11 am
all sail took in rails &
left the ship ready for a gale & at 10
pm took a magnetic bearing for a gale
from 9° E to 8° E & heading N by S
so far as this 24 hours

Thursday October 18th 1842
commenced this day with a light
wind from S to E & steering
in course N by E. At 10 am
the ship was heading N by E
under canvas & taking a
magnetic bearing for a gale from 8° E to 7° E
heading N by W & at 4 pm same a gale
so far as this 24 hours

Kerki Headshanks

Wednesday October 20th 1850
Commenced this day with a fresh
gale from N & Steering by the wind
heading SSW & under a heavy
moderate & at 6 A.M. the main topgallant
tore at 1000 fms. & at 10 A.M. the
main topgallant & fore topgallant
tore at 1000 fms. The fore topgallant
tore at 10 A.M. & at 10 P.M. the
fore topgallant & main topgallant
tore at 1000 fms.

Thursday October 21st 1850
Commenced this day with a moderate
gale from N & steering by the wind
heading SSW & under a heavy
moderate & at 3 P.M. the main topgallant
tore. The fire & commenced boiling &
smoke part came latter part a moderate
gale from ESE & steering by the wind
heading SSE & under a heavy
moderate & at 3 P.M. cool down & it was possible
steering down & sufficient heading. At 4 P.M.
the fore topgallant & main topgallant
tore at 10 A.M. & at 10 P.M. the main topgallant
tore at 10 A.M. & at 10 P.M. the
main topgallant & fore topgallant

Friday October 22nd 1850
Commenced this day with a moderate
gale from S & steering by the wind
heading SSE & under a heavy
moderate & at 3 P.M. cool down & it was possible
steering down & sufficient heading. At 4 P.M.
the fore topgallant & main topgallant
tore at 10 A.M. & at 10 P.M. the main topgallant
tore at 10 A.M. & at 10 P.M. the
main topgallant & fore topgallant

Saturday October 23rd 1850
Commenced this day with thick & sin-
gle vision & steering by the wind
heading SSE & under a heavy
moderate & at 3 P.M. cool down & it was possible
steering down & sufficient heading. At 4 P.M.
the fore topgallant & main topgallant
tore at 10 A.M. & at 10 P.M. the main topgallant
tore at 10 A.M. & at 10 P.M. the
main topgallant & fore topgallant

Bound to the Sandwiche
Tuesday Oct 22^d in the morn
commence this day with thick & rain
& clear at 1 P.M. strong wind from
W & stirring S. by W under clear
sky topsails & topgallants & at 4 P.M.
stopping the Bow Boat middle & lat-
er strong wind from N. by E & stirring
S. by W & at play light & all sails
knocked up S. E. & so was this 24 hours

Wednesday October 24^d 1866
commence this day with fine weather
& a fresh breeze from N.E. stirring S. by
E under all sails & at 3 P.M. made one
on the yard & at 5 P.M. took in the main
sail middle & latter part down & each
side of the ship sailing so easily this day.

Thursday Oct 25^d 1866
commence this day with strong wind from
E & E & stirring S. by S. & at 3 P.M. made one
of the topgallant & middle sail
at each end of the ship. The wind bearing
N.E. & at 5 P.M. took all sails & close-
down. The ship will not go to port due to
a gale middle & latter part of the day
3 P.M. bearing a gale from E. by S. & a strong
wind a gale. The ship will not go to port
due to a gale middle & latter part of the day

Friday Oct 26^d 1866
commence this day with a gale middle &
latter part of the day & at 5 P.M. made
one close down. The ship will not go to port
due to a gale middle & latter part of the day

Bark Herring banks off Skerwudford
commence this day with a strong
wind from N'W by W & bearing S E by S
under all sail in the middle &
horsail & middle yard about the same
time as last night & all sail
out the fore topsail close reefed & at
the keep of E. G. Gettins the reef
cut up the main topsail & at 9 A.M.
saw the land bearing S E distant
20 miles & left up N E & close reefed
the main topsail sounds till 2 A.M.

Tuesday October 28th 1866
commence this day with a strong
wind from N'W by W & bearing S E
under all sail till 11 A.M. when
at 4 P.M. Past out of the N. Passage & at
dark sighted land E. G. Gettins islands
& saw land in sight & at 10 P.M.
we are the same & one sail in sight & land

Wednesday October 29th 1866
commence this day with fine weather
& a light breeze from S E by S
under all sail till 11 A.M. when
& one sail in sight middle & close
first fine & all hands employed in
steering when wind fell &

Thursday October 30th 1866
commence this day with a light wind
& a light breeze from S E by S
under all sail in the middle &
lower yard about the same & all
wind abated sailing close reefed
& one sail in sight & land in sight

Kept up the Pandemic 98
mainsail & lower sail till 18⁰⁰
concluded this day with fine weather
at a fresh breeze from N. E. 40°^{W.} & steering
N. under all sails & made about
forty-eight miles this 24 hours.

Tuesday November 4. The 15⁰⁰
wind still blowing N. E. & the sea
was still running high
E. under all sails at 4 PM commenced
putting down oil in the bilges & am.
at 6 do finished the whale & sliced down
202 lbs & middle & latter part fine
at 14⁰⁰ the wind hant to the N. E. &
we have enjoyed it in scraping done.

Wednesday Nov. 5. The 16⁰⁰
wind still blowing N. E. & the sea
was still running high
E. under all sails middle & latter
part fine & we have enjoyed it in
scrapping done & all hands employed
now 20 hours this 24 hours.

Thursday Nov. 6. The 17⁰⁰
wind still blowing N. E. & the sea
was still running high
E. under all sails middle & latter
part fine & we have enjoyed it in
scrapping done & all hands employed
now 20 hours this 24 hours

Friday Nov. 7. The 18⁰⁰
concluded this day with heavy weather
at a fresh breeze from N. E. 40°^{W.} & steering
N. under all sails & made about
forty-eight miles this 24 hours.

The last fresh gale 9⁰⁰ AM the
wind latter part more moderate
at 12⁰⁰ fine & low seas have

Bark Hovashanks off New Bedford
Wednesday November 6th 1866
commence this day with light N.E. breezes
wind blowing S.E. by E & all hands employed
in washing home so with this 24 hours

Thursday November 7th 1866
commence this day with light N.E. breezes
& fine weather middle & latter part of day
gusting S.E. by E & all hands employed
in washing home so with this 24 hours

Friday November 8th 1866
commence this day with light N.E. breezes
wind blowing S.E. by E & all hands employed
in washing home so with this 24 hours

Saturday November 9th 1866
commence this day with light N.E. breezes
wind blowing S.E. by E & all hands employed
in washing home so with this 24 hours

Sunday November 10th 1866
commence this day with cloudy
weather & a strong wind from S.E.
gusts blowing S.E. by E under which
complaint in light middle & latter part
of the day at 7 o'clock wind subsides
to the E N E decreasing by the end of morning
it is still very dark, middle of day
gusts blowing & were being employed in washing
home so with this 24 hours

Monday November 11th 1866

Journal To The Sandwiches

Sunday November 11 the 1866
commence this day with frequent showers
of rain & a strong wind from ESE &
steering by the wind heading SSW under
a short course I pass a reef fore ship
& cross the middle & latter part facing
the wind by the wind heading ESE
& passing over the reef of the
Isopair so ends this 24 hours

Sat 24.00 N L.E 153.07 W

Monday November 12 the 1866
commence this day with frequent showers
of rain & a strong wind from ESE &
steering by the wind heading SSW under
a short course I pass a reef fore ship
& cross the middle & latter part facing
the wind by the wind heading ESE
& passing over the reef of the
Isopair so ends this 24 hours

Sat 24.00 N L.E 152.50 W

Tuesday November 13 the 1866
commence this day with frequent showers
of rain & a strong wind from ESE &
steering by the wind heading SSW under
a short course I pass a reef fore ship
& cross the middle & latter part facing
the wind by the wind heading ESE
& passing over the reef of the
Isopair so ends this 24 hours

Sat 24.10 N L.E 153.00 W

Wednesday November 13 the 1866
commence this day with frequent showers
of rain & a light breeze from ESE &
steering by the wind heading ESE under
a short course I pass a reef fore ship
& cross the middle & latter part facing
the wind by the wind heading ESE
& passing over the reef of the
Isopair so ends this 24 hours

Sat 24.45 N L.E 153.00 W

Bark Newsham off Kinkaid Point
Latitude 26° 50' N. L. C 148.57 W.
commence this day with fine weather
& a light breeze from S. S. E. steering
by the wind. sailing E. of S. under
all sails & middle part about the same.
latter part fresh breeze from E. S.
steering by the wind heading E. S. E. &
soon developed in drizzling rain &
then steadily so much this 24 hours

Wednesday November 15th 1866
commence this day with fine weather
& a light breeze from S. S. E. steering
by the wind heading E. S. E. under
sails middle & latter part fine & sailing
by the wind heading S. E. & much improved
in sailing soon so much this day

Lat 26.5° N. L. C 148.57 W.

Friday November 16th 1866
commence this day with fine weather
& a light breeze from S. S. E. steering
by the wind heading S. E. under
sails middle & latter part fine & sailing
by the wind on opposite to the last & much
improved in sailing soon so much

Saturday November 17th 1866
commence this day with fine weather
& a light breeze from S. S. E. steering
by the wind heading S. E. under
sails middle & latter part fine & sailing
by the wind heading S. E. under
sails middle & latter part fine & sailing

Lat 26.23 N. L. C 149.34 W.

Sunday November 18th 1866
commence this day with fine weather
& a light breeze from S. S. E. steering
by the wind heading S. E. under
sails middle & latter part fine & a light
breeze from S. S. E. steering by the
wind heading S. E. under

Lat 26.25 N. L. C 149.00 W.

Bounds To The Landwards As

W. by N. W. wind N. E. & S. E.
continuing N. E. with fine weather
at night May 20th from 10 P.M. till day
of the 21st when the wind N. E. & S. E.
continuing N. E. fine & hazy
the wind N. E. & S. E. & S. E. all day
H.M. sloop ship heading W. by S. do same

Sat 24.45 N. L. E. 147.35 W.
Tuesday May 21st 2 o'clock P.M.
Commence this day with fine weather
& a strong wind from S. W. & S. E. blowing
S. W. & S. E. & tending to the westward
W. by N. winds all sail & at 7 P.M. the H.M.
ship heading S. E. a middle & latter
part about the same heading S. S.
& S. E. no clouds this 24 hours

Sat 25.30 N. L. E. 148.35 W.
Commence this day with fine weather
& a fresh breeze from S. W. & S. E. blowing
S. W. & S. E. & tending to the westward
W. by N. winds all sail & at 7 P.M.
& wind & a light air from S. E.
blowing S. E. no clouds this 24 hours

Sat 26.30 N. L. E. 148.55 W.
Wednesday afternoon 2 P.M. the 18th
Commence this day with light breeze
from S. W. & S. E. S. E. with all
sails & at 6 P.M. middle & latter part
fine & a light air from S. W. & S. E. tending
to the westward heading S. W. no clouds

Sat 27.30 N. L. E. 148.85 W.
Thursday morning 10 A.M.
Commence this day with fine weather
at night May 20th from 10 P.M. till day
till 7 A.M. the 21st fine & hazy
latter part fine & a light air from S. W.
blowing S. W. & S. E. no clouds

Bark Hearshanks off New Bedford
Wednesday November 4th 1866
Commerce this day with fine weather
& fair & a light air from S E blowing
S W by E under a small & thin
calm band about the same & no
signs of a gale with moderate winds
Lat 40.45 N. L. E 15149.777

Founding store under S. S. 1866
Commerce this day with fine weather
& rain & a light breeze from S E blowing
S W by E under a small & middle
calm part about the same & much
employed in bundling bags so ends

Lat 40.42 N. L. E 15153.40 W

Monday November 2nd 1866
Commerce this day with fine weather
& a light breeze from S E blowing S W
by E at S S W made the store off
Cape Cod being W by S distant & works
& keep of W by S & S & middle & little
part fine stirring in for the land ends

Tuesday November 3rd 1866
Commerce this day with fine weather
& a light breeze from S E blowing
S W by E the land east at 4.5 miles
east a calm & at 5 miles a light breeze
from S & even of more gale to night
& middle part about the same little
part calm so ends this day.

Wednesday November 4th 1866
Commerce this day with ~~fine weather~~
~~fair~~ & ~~light~~ & ~~moderate~~ & ~~thin~~ & ~~calm~~ & ~~no~~
rain so ends this day so ends the day
with a middle part fair & little & fair
fine & all bands except it is going up
our heads so ends this day however

Bound to the Sandwich Is.

Saturday November 28th 1866
Commence this day with fine weather &
a light breeze from S E & at 1 P.M. the wind
gusts from N E & the wind continues to increase
at 4 P.M. till it has forced us to drop anchor
at a due light breeze from N W & continuing N E.
Sunday all sails hauled in during the middle
& latter part fine & a fresh N E wind
prevailing all under all sails so ends this day

Friday November 30th 1866
Commence this day with fine weather
& a strong wind from N E blowing a
W under all sails & the Island of
Maro to the Nth point being N distant
miles with a NNE & middle & latter part
wind & at 10 A.M. took the first
at 11 noon came at anchor off Honolulu

Saturday December 1st 1866
Commence this day with fine weather
& all hands employed in cleaning
ships & laying out stores & supplies
& latter part performed stores of wine
so ends this day December

Sunday December 2nd 1866
Commence this day with frequent
bursts of rain & a fresh N E wind
& laying out stores & supplies &
latter part fine & all hands
employed in drying down & bracing
up so ends this day

Monday December 3rd 1866
Commence this day with a
& a fresh N E wind & laying out stores &
middle & latter part fine & all hands
employed in drying down & bracing
up so ends this day

Bark Avondruks

Saturday December 4th 1866
commence This day with fine weather
a fresh N E wind & laying at Gloucester
a small vessel with gunnery barrels
employed in braving ship to the water

Wednesday December 5th 1866

commence This day with fine weather &
a light wind & air & rain got the ship
to the wharf. I took the team out & put
it on board the ship. Sailed & middle &
latter part fine & all hands employed in
discharging oil on the wharf so end this day

Thursday December 6th 1866

commence This day with fine weather &
a fresh N E wind & laying at Gloucester
Last night & now the Northern Atlantic & on
Charles Island & middle & latter part
fine & all hands employed in
discharging oil on the wharf so end this day

Friday December 7th 1866

commence This day with fine weather &
a fresh N E wind & laying at Gloucester
discharging oil with the 3rd day of this month
discharge the 4th day & account of sickness & middle
& latter part fine & at 11 P.M. finished
discharging so ends this 24 hours.

Saturday December 8th 1866

commence This day with fine weather
a light wind & air & rain
bail of from wharf & moored ship &
middle & latter part fine & all hands
employed in breaking out shovels & piling
oil on Gloucester wharfs this day.

Laying in Port

Sunday December 9th. 1860
Commence this day with fine weather
a strong W'E wind laying at Geoninini
Cantabria & middle & latter part fine
weather on either side of 20° ends this 24 hours

Monday December 10. 1860

Commence this day with strong W'E wind
& frequent showers of rain & middle &
latter part fine & all hands employed in
putting oil on board ship ~~Yankee~~ & cleaning the ground
clear back again & continue this day

Tuesday December 11. 1860

Commence this day with fine weather
& laying at Geoninini & middle &
latter part fine & all hands employed
putting oil on board ship ~~Yankee~~ & cleaning
the ground clear back again & continue
discharge William H. Willson this day

Wednesday December 12. 1860

Commence this day with fine weather
& a strong W'E wind laying at Geoninini
& middle & latter part fine & all hands
employed in putting oil on board of
the ship ~~Yankee~~ & breaking out for shot
last night. The carpenter & cooper mate
resigned from the ship. so ends this day

Thursday December 13. 1860

Commence this day with fine weather
& a strong wind from W'E laying at
Geoninini & middle & latter part fine &
all hands employed in sailing ship ~~Yankee~~

Friday December 14. 1860

Commence this day with fine weather
& a light wind from W'E laying at
Geoninini & middle & latter part fine
& all hands employed in sailing ship ~~Yankee~~

Bark *Hawthorn*

Saturday December 15th 1866

Commence this day with fine weather & a light N.E. wind laying at Honolulu on the night of the 12 Samuel Smith arrived from the ship & informed after part of the hand employed in setting up the 1000 cwt. of coals in the empty cask so ends this 24 hours

Sunday December 16th 1866

Commence this day with fine weather & a light S. wind & at 3 P.M. the Harbor master came off & mated ship & middle & latter part fine & one watch ashore at liberty so ends this 24 hours

Monday December 17th 1866

Commence this day with fine weather & a light breeze from the N. laying at Honolulu & middle & latter part fine & all hand employed in stowing down empty cask & taking in water so ends

Tuesday December 18th 1866

Commence this day with fine weather & a light breeze from N.E. laying at Honolulu shifted to day two seaman & middle & latter part fine & all hand employed in watering ship & other duty

Wednesday December 19th 1866

Commence this day with fine weather & a light S.E. wind laying at Honolulu & middle & latter part fine & all hand employed in the ship duty so ends

Thursday December 20th 1866

Commence this day with fine weather & a light breeze from S.E. laying at Honolulu & middle & latter part fine & all hand employed in the ship duty so ends

Laying Off & On at Bonduel

Friday December 21. the 1866
commence this day with fine weather
& a light South wind laying at Glonobelle
& a little rain after nine & all hands
employed ship duty so went this day

Saturday December 22. the 1866
commence this day with fine weather
& a light South wind laying at Glonobelle
& a little rain after nine & at 12
a light wind came in from the North
over mooring the ship & at 12 noon the tug
boat came to take us out & so ends this day

Sunday December 23. the 1866
commence this day with fine weather &
a light east wind it blew & at
1 P.M. in the afternoon passed by & the ship
having it & at the look out heard guns
& drums the men shouting & about 300
miles away & within sight of
ship came from the port &
island & as we were about to

returning by the sea
commence this day with fine weather
& a fresh wind from the East
off Caw at Glonobelle at 12 o'clock
it blew & the wind increased
& a fresh breeze from the East was
Sunday December 25. the 1866

commence this day with thick rainy
& a light souffling air laying
off & on at Glonobelle until 12
lating the wind to off the mouth
of the river & the clouds & rain
& little part fine & clear this day

Bark Awashonks

Bound To The Marquesas

Wednesday January 20, 1860
Commence the day with a heavy
gale from S. E. by E. by N. wind
the wind subsided & became
calm at 10 AM the wind had N. W. by E. by S.
with rain & middle part with
heavy clouds part fine & we were
engaged in the following by the
time the wind left. It commenced
at 8 AM & continued until 10 AM

Saturday January 20, 1860
Commence with the east wind &
continued a gale till noon N. E. by S.
then the wind subsided & became
calm at 1 PM the wind again
& middle part with clouds
to 8 PM

Jan. 21st Sat. 1860 150.38 in
Marquesas Islands. 10 AM 1860
Wind east wind with clouds
part fine & part cloudy

The wind blowing with clouds
Sunday January 21, 1860
Wind east wind with clouds
part fine & part cloudy
the wind blowing with clouds
part fine & middle & latter part fine
& blowing by the west quadrant N. W. &
was employed in repairing & mending
the boat so went to sleep.

Baptist Association

Friday January 4th 1854
commenced this day with a calm &
a light breeze from E by S^W &
bearing of the wind heading N by E
under all sails & middle堂堂
strong wind from the E heading S by E
at 3 we took in the light sails
& made up speed in running the two
& other days so as this 24 hours

Lat 26.04 N L.C. 149.000

Saturday January 5th 1854
commenced this day with much
weather & a strong wind from
E by S & bearing of the wind heading
N by E under all sails & middle堂堂
& a double reef fore & main sail &
& a single reef top sail & at 3 we took
in the fore & main sail & close reef
the fore topsail also ends this 24 hours

Sunday January 6th 1854
commenced this day with a calm &
a light breeze from E by S^W &
bearing of the wind heading N by E
under all sails & middle堂堂
top sail & a single reef fore & main
& middle sail & part ahead the
same distance till 24 hours

Monday January 7th 1854
commenced this day with a calm &
weather & a strong wind from
E by S & bearing of the wind
heading N by E under all sails &
a single reef fore & main
& middle sail & part ahead the
same distance till 24 hours

Karte's Attestation

Wednesday January 13th 1867
The wind will be with S. until midday
a strong wind from N. E. blowing
S.E. winds & a double reefs main topsail
a close reef top sail & a reefed
course & middle & latter part more
moderate & at 4 AM when we are off
of New Bedford & about 2 miles N. W.
out of the harbor & at 11 AM turned to run
out of the Bedford sounds this 24 hours
Lat 24.3 N. L. E. 144.00 W.

Wednesday January 13th
windy day with fine weather
& a strong wind from E. N. E. blowing
by the 1st quarter & a moderate
sails & at 6 AM took in all topsail
middle & latter part & hoisted
from E. & tiring by the wind blowing
S. E. so ends this 24 hours

Lat 22.45 N. L. E. 143.18 W.

Monday January 14 the 2d
first part this day commenced with
dry & cool weather & a strong wind
from East & tiring by the wind
bearing S. E. under whole topsails
& middle & latter part of a reefed
& reefed under all sails so ends this 24 hours

Lat 20.8 N. L. E. 142.00 W.

Tuesday January 15 the 3d
commence this day with fine weather
& a fresh breeze from E. N. E. tiring
by the wind bearing S. E. under
all sails & a reefed under all
sailing by the wind bearing S. E.
& reefed under all sails so ends this 24 hours

Lat 18.16 N. L. E. 141.00 W.

Sound to the Marquesas
Wednesday January 17 the 1867
commence this day with fine weather
& a fresh breeze from E N E & stirring
the water bearing S E winds
wind & middle Harbor first fine
& a strong breeze from E N E soon
Lat 17.37 N. L. E 142.06 W

Thursday January 17 the 1867
first fair wind 14 hours fine weather
& a strong wind from E N E stirring
of the water bearing S E winds
and wind & middle Harbor again
fine & a strong wind bearing S E
of E winds once before 10 a.m.
Lat 16.03 N. L. E 140.58 W

Friday January 18 the 1867
first fair wind 14 hours fine weather
& a strong wind from S E to E
& stirring by the wind bearing S E
of E winds whole topsails & courses
dropped & lower part of the main
topgallant sail hoisted by hand.

Lat 14.03 N. L. E 140.46 W
first good wind all day fine weather
& a strong wind from S E to E
& stirring by the wind bearing
S E to E winds whole topsails &
gallants hoisted & lower part of the main
& stirring S E to E winds this day.

Lat 12.14 N. L. E 138.04 W

Sunday January 20 the 1867
commence this day with as usual
wind & a strong wind from S E
& stirring S E to E winds whole
topgallant sail hoisted & the
lower part of the main sail hoisted
from the wind bearing S E to E winds
bearing S E winds Lat 11.50 N. L. E 137.50 W

Barb' Steersman's

Monday January 22nd 1867
commence this day with fine weather
& a strong wind from S E blowing
by the wind bearing E & at 10 AM clouds
in the main topgallant & cross
fore topsail & took in the main sail
& jib & middle & latter part light to
east & N & steering by the wind bearing
S E under all sails so made this day.

Tuesday January 23rd the 1867
commence this day with thick weather
& a fresh breeze from S E blowing
S E under all sails & middle &
latter part fine & at 8 AM took in
the main topgallant & middle
jib & made this way.

Fat 8.50 N. L. C. 135.54 M.

Wednesday January 24th the 1867
commence this day with fine weather
& a fresh breeze from W E blowing
S E by E under all sails made
latter part especially by steering
the wind bearing S E so made

Thursday January 24th the 1867
commence this day with fine weather
over the rain & a wind from
from E & E blowing by the wind bearing
South & at 3 PM took in the light
sails middle & latter part fine & steering
by the wind bearing S S E under all sail.

Fat 5.55 N. L. C. 135.50 M.

Friday January 25th the 1867
commence this day with fine weather
over the rain & a wind from E blowing by the
wind bearing S S E under all sail
made this way about the same
Fat 4.00 N. L. C. 135.45 M.

Round To The Marquesas Is

Tuesday January 27 the 1867
Commence this day with fine weather
& a gentle breeze from S E & the force
of the wind increasing by & under
while I speak with the crew
fine & a fresh breeze from S E I. E.
allowing the ship heading S S W E
with difficulty in repairing sails

Wednesday January 27 the 1867
Commence this day with fine weather
a gale breeze from S E & steering
by the wind & at 1 P.M. back ship
heading N E & E under all sails &
middle & latter part fine so much

Sat 40 miles N. L. C. 155.04 200

Thursday January 28 the 1867
Commence this day with fine weather
a gentle breeze from S E & steering
by the wind heading S E & all sails
middle & latter part fine so much
to the wind heading S E & winds
gale force in afternoon & so much

Sat 2.07 S. L. C. 155.08 200

Friday January 28 the 1867
Commence this day with fine
weather & a gale breeze from E &
it increases with each middle & latter
part fine & during the night wind became
so strong as to allow me to

Sat 4.06 S. L. C. 155.08 200

Wednesday January 30 the 1867
Commence this day with fine
weather & a gale breeze from E &
the wind increasing & so much
that it becomes difficult to get
under sail & the wind becomes
so strong as to allow me to

Sat 4.01 S. L. C. 155.25 200

Bark *Hawthornes*

Sunday February 5th 1867
A calm & still day with fine
weather & a fresh breeze from
E by N blowing by the wind-head
S E by S under all sails & middle
& port part fine & much employ-
ing trimming sails so as to this taken
Lat 7.46 S. L. C 15450 N

Tuesday February 6th 1867
A calm & hazy with fine
weather & a fresh breeze from
E by N blowing by the wind-
head S E by S under all sails &
middle part fine & much employ-
ing trimming sails so as to this taken
Lat 7.46 S. L. C 15450 N

Wednesday February 7th 1867
First part this day fine with
& a fresh breeze from E by N blowing
S E by S under all sails & middle
& latter part fine with a light
W by N at 7 A.M same species of wind
& going back to the wind-head
covered with clouds from the air
at 8 A.M so as to this 24 hours

Sat 7.46 S. L. C 15450 N

Thursday February 8th 1867
Wind S by E 15450 N so as to
the wind-head covered with clouds
from the air at 8 A.M same species of wind
S E by S under all sails & middle
& latter part fine & a light breeze
from W by N blowing by the wind-head
at 8 A.M same species of W by N blowing
all sails & middle part fine

Sixty miles to the Marquesas Is.

Sunday February 4th 1867
Went past the village & with a fresh
wind from E. sailing at 10 A.M. at 1000
double my speed. Top air & middle & tail
part pine & at day light made the Island
of Magdalena one of the Marquesas lying
at distance 40 miles & at 12 noon came
at anchor in 20 fathoms water so close

to land that I was
convinced this day with fine weather
& a fresh breeze from E. sailing at
the Island of Magdalena & made
the tail part pine & all hands employed in getting
water & other duty so ends this day.

Monday Febuary 5th 1867
Commenced this day with fine weather
& a fresh breeze from E. sailing at
the Island of Magdalena & made
the tail part pine & all hands employed in getting
water & other duty so ends this day.

Tuesday Febuary 6th 1867
Commenced this day with fine weather
& a light breeze from E. sailing at
the Island of Magdalena & made
the tail part pine & all hands employed in getting
water & other duty so ends this day.

Wednesday Febuary 7th 1867
Commenced this day with fine weather
& a fresh breeze from E. sailing at
the Island of Magdalena & made
the tail part pine & all hands employed in getting
water & other duty so ends this day.

Thursday Febuary 8th 1867
Commenced this day with fine weather
& a fresh breeze from E. sailing at
the Island of Magdalena & made
the tail part pine & all hands employed in getting
water & other duty so ends this day.

Lazing off Magdalena

Commenced this day with fine weather & a fresh wind from E. & laying off Magdalena & middle & latter part of fine & one each ashore on liberty & round the town.

Monday February 11th 1867

Commenced this day with fine weather & a fresh breeze from N.E. & laying off Magdalena & middle & latter part of fine & all hands employed in getting wood & other stores this day.

Tuesday February 12th 1867
Commenced this day with good winds, a light breeze from E. & laying off Magdalena & middle & latter part of fine & all hands employed in getting wood & other stores this day.

Wednesday February 13th 1867
Commenced this day with fine weather & a light N.E. wind & laying off Magdalena & middle & latter part of fine & one each ashore on liberty & the latter part of the day in getting wood & other stores this day.

Thursday February 14th 1867
Commenced this day with fine weather & a light N.E. wind & laying off Magdalena & middle & latter part of fine & all hands employed in getting wood & other stores this day.

Friday February 15th 1867
Commenced this day with fine weather & a light N.E. wind & laying off Magdalena & middle & latter part of fine & one each ashore on liberty & round the town.

The wind was the same & blew
W. & middle & latter part of fine &
one each. This 24 miles & all ashore
in whale boats.

Cruising off Marquesas Is

Tuesday February 10th 1867
commence this day with fine weather
& a fresh breeze from ESE & blowing SSW
at first light & continued until noon
and a moderate wind all day & blowing
out of NNE & middle & latter part fine &
blowing WNW & winds still less.

Wednesday February 11th 1867
commence this day with fine weather
& a strong wind from SSW & blowing
out of NNE & middle & latter part fine &
moderate wind & winds still less & made
a short course from 16° 18' S to 17° 18' S
towards noon this day.

Thursday February 12th 1867
commence this day with fine weather
& a fresh breeze from ESE & blowing
by the wind heading SSW under air
air & middle & latter part fine & blowing
by the wind an afternoon tailwind & winds
enveloped in squallings boat so wet

Friday February 13th 1867
commence this day with fine weather
& a fresh wind from ESE & blowing
by the wind heading SSW under air
air & middle & latter part fine & a
strong wind from ESE & blowing
by the wind heading SSW & wind
about in the night & air & waves

Saturday February 14th 1867
commence this day with fine weather
& a strong wind from ESE & blowing
by the wind heading SSW under air
air & middle & latter part fine &
wind about in the night & air & waves

Rash Adventures

Wednesday February 21 the 15th
commence this day with fine wind &
weather & a strong wind ESE &
bearing of the wind bearing NNE
SE by E at 5 P.M. Took in the top
gall & a large sail & kept the fore
topgall & middle & latter part of the
day hailing by the wind on opposite
courses so made this 24 hours

Lat 11.41 S. L. E 140° 0' 30"

Friday February 22. Th. 15th
commence this day with fine wind &
a fresh breeze from ESE & a
strong wind bearing NNE
whole topsails & middle & latter
part fine & hailing by the wind
bearing SE & so made this 24 hours

Lat 11.55 S. L. E 140° 45' 0"

Saturday February 23 the 15th
commence this day with fine wind &
a fresh breeze from ESE &
bearing of the wind bearing S
E by S under all sails & middle & latter
part fine & hailing by the wind bearing
NNE & so made this 24 hours

Sunday February 24 the 15th
commence this day with fine wind &
a fresh breeze from ESE & a strong
wind bearing NNE at 11th 0' 0"
part fine & at 4 P.M. wind & weather
very uneven bearing NNE by S & distance
25 miles & middle & latter part
fine & at 8 P.M. light & bare wind bearing
NNW so the windward course
made all night & the next day
the 15th so made this 24 hours

Cruising off Marquesas

Wednesday February 27 The sea
remained this day with fine weather
& a strong wind from ESE about 35°
We saw the Bark Daniel Wood come out
her bows for sperm whales & at 4 o'clock
had all of her crew & small boats
& got a whale to the W. It was 10 am &
I said to God my crew are afraid
of running aground in a sandbank
which I am sure to be it was so bad
that to the ship at anchor & the L. &
got to the whale at 2 o'clock & took the
ship away & got to the whale &
it started swimming & I had to
open fire cutting so much this day

Second day February 28 The sea
remained this day with fine weather
& a strong wind from NNE
of the wind or current from SSW & steering
of the course on opposite tack in
middle & latter part fine & leading
to the wind very difficult tacking &
it was necessary boating so much this day

Wednesday February 27 The sea
remained this day with fine weather
& a strong wind from NNE
steering by the wind heading ESE
towards the southward & leading
the wind very difficult tacking &
it was necessary boating so much this day

Thursday February 28
remained this day with fine weather
& a strong wind from NNE
the wind very difficult tacking &
midnight finished boating & middle &
latter part fine so much this day

Bark of Washburn's

Saturday March 1 Mo 1867

Cloudy & cool this day with fine weather
wind blowing from E & S blowing
off. The wind bearing S & E made
all the soils & middle & rather hard but
the blowing of the wind made the
soils & sand very moist.

Saturday March 2 Mo 1867

Cloudy & cool this day with strong
expansive & blowing of the wind
making most needed moisture obtainable
at dusk vegetation covering 40 ft.
dist. and 10 miles middle & rather hard
fine & soft soil saw a sail boat

Sunday March 3 Mo 1867

Cloudy & cool this day with fine weather
a strong wind from E & blowing

off. The wind bearing S & E made
soil & soft & soils & soft & soft

middle & rather hard fine & soft

that the two cutters made 40 miles
to middle & rather hard fine & soft

The wind was gentle and fine & soft

Monday March 4 Mo 1867

Cloudy & cool this day with fine weather
a strong wind from E & blowing

off. The wind bearing S & E made
soil & soft & soils & soft

middle & rather hard fine & soft
soil & soft & soils & soft

middle & rather hard fine & soft
soil & soft & soils & soft

middle & rather hard fine & soft
soil & soft & soils & soft

Arrived off Madras 10th

Spent this day with fine weather
A fresh breeze from NNE at 1400 hr
Wind & wave as well as a strong
current set SSW 10 miles per hour
Left off Madras 100 miles ESE
Westerly & a strong wind from SSW
and current SSW with a headwind
Breeze abated by the wind heading SWNNE
under all sails & winds this 24 hours

Wednesday March 6 the 1861

Commerce. This day with fine weather
a light breeze from E & a turning of
the wind heading WNW under all sails
down & outer part thick & foggy
Sawing of sun at 4 o'clock 40° south

Thursday March 7 the 1861
Commerce. This day with which is
still raining & a strong wind
blowing off & out of Dominica
at 10 am. The Capt came off filled
up & went to the village
about the same latter part fine &
will be at the natives here & attended
Wth under all sails & winds

Friday March 8 the 1861

Commerce. This day with fine weather
a light breeze from SSW
under all sail out 40 miles the
obrakao being off by compass 30 miles
or miles & 1/2 of 100 & under
a light wind blowing SSW in
from the land & a strong
breeze from SSW 10 miles per hour

Sark. Weather book

Wednesday March 10. 1822
Began this day with fine &
calm wind from N.E. & continued
with moderate winds & a few
small squalls until 8 P.M.

Monday March 11. 1822
Commenced this day with fine
calm & a light breeze from
N.E. & continued with
moderate winds.

Fishing at 4 A.M. saw black
red bill boats & yet fish
to the B.B. & at dark the cap
came in bound with sepias
and other fish traps &
at 7 found fish stirring by
which could not be interested
Monday March 11. 1822
Began this day with fair
& a light breeze, the
wind stirring by the time
4 P.M. when the wind
was off and there was no wind.

Tuesday March 12. 1822
Commenced this day with fine
& a fair wind stirring by
the time of the wind
stirring it by the time
of the latter part of the
day according to 8 P.M. &
was still suspended in a fair
making up our farm &
the wind ceased so
early that I did not

Rounded to the Sandwicks &
had a very fine & dry at
sea. light breeze from NNE & stirring
the wind so little it made all
the day.

The wind & weather getting worse & worse
the wind blowing SSW & making
the sea very rough.

a fresh breeze NNE & stirring up the
wind near about ESE & making all sail
middle & latter part fine at 4 PM last
stiff breeze heading SWW the wind impeded
steering the ship said 80 miles away

Friday March 15th 1861

Commerce this day with fine
weather & a fresh breeze from
NNE & stirring up the wind
all sail middle & latter part
part fine approaching

Sat 16th 1861 S.C 145.08 in

Sunday March 17th 1861

Commerce this day with fine weather
a fresh breeze from NNE & E & stirring
up the wind heading SW by W under
all sail middle & latter part fine
at a few hours back fresh & soon
got the boat for them to take
it off has fine winds this day

Bark's Almanac
Wednesday March 18 1861
Commenced this day with fine weather
a light breeze from ESE & East
by the wind bearing WSW under
sails & middle & lower yards
tacked up & hoisted up by the
wind.

Lat 60° 60' N. L.C. 142.22

Thursday March 19 The 1861
Commenced this day with fine weather
a light breeze from ESE & East
by the wind bearing WSW under
sails & middle & lower yards
bearing WSW. The working hawsers
tacked up & hoisted up by the
wind.

Wednesday March 20 The 1861
Commenced this day with fine weather
a light breeze from ESE & East
by the wind bearing WSW under
sails & middle & lower yards
bearing WSW. The working hawsers
tacked up & hoisted up by the
wind.

Friday March 21 The 1861
Commenced this day with fine weather
a light breeze from ESE & East
by the wind bearing WSW under
sails & middle & lower yards
bearing WSW.

Saturday March 22 The 1861
Commenced this day with fine
weather a light breeze from ESE &
South & bearing WSW under
sails & middle & lower yards
bearing WSW.

Followed the Grand river to
Gatineau and I commenced
to push up the river making
a short cutting at 8.45 am against
the middle & older part of pine & spruce
wood and then in flying up the
ditch about 100' wide this 24 hours

Fat & well the 14th
Sunday March 24th 1867
continued this day with fine weather
to 6.30 p.m. when I had
made all quiet at 3 pm and
brought up dinner and lowered all
the boats for the night & got over to the
W.B. & came to the G.P. & middle ditch
part especially a fresh bege from
the head of the compass down to
Monte March 25th 1867

Continued the day with equally
fine & a strong wind from N.
Following to the west heading for
the W.B. at around 10.30 in the
afternoon I made a short cut
and then continued on the river base
W.E. & made about 100' wide
in the first part of the day

Fat & well the 26th
Monday March 26th 1867
continued this day with equally
windy & a strong wind from N.
at E. striking it. The wind heading
N.W. made south west slopes
about 50' higher than the black
girdle which made the fall
about 100' high and the
water falling down the slope

Karr ~~Arrived~~ to port

Saturday March 25th 1861
Commence this day with squalls
at 8 AM & a light wind from
W & SW by E with number
double reef sails & main & m
middle & latter part fore & stern
wind & at 3 PM at the first & at 4 PM
wind & reef sails & main reef
at 10 do. fore & m reef out of the m
top sail & much unbalanced ship at 4 PM
Lat 15.80 N. L.C. 145.57 W.

Thursday March 26th the 1861
Commence this day with squalls
& a strong wind from S W & SW
W W & S & at 3 PM at the main &
gallant sail & middle & latter part
strong wind & squalls & main &
ship unbalanced & reef sails & main

Lat 16.32 N. L.C. 147.48 W.

Friday March 27th the 1861
Commence this day with strong
wind from E NE & squalls & strong
W W & S & at 3 PM took in the
light sails & double reef S. main
top sail & middle & latter part & m
main & light reef sails & main

Lat 16.80 N. L.C. 150.00 W.

Saturday March 28th the 1861
Commence this day with fine wind
& a fresh west from E NE & a
little breeze off W by N E SW winds and
sails middle part & raining & unbal
A little rain & unbalance & reef
sails & reef sails & main reef

Lat 19.09 N. L.C. 154.54 W.

Leaving off & out at Cunaphia
Sunday evening we were still at
anchor in the wind & waves
which were getting up & we
had to let go under all sails &
tug out & with a light breeze
we cast off the compass & limped the night
away down. The gale had quieted
down & rain & wind & water had
eased. All said made the running
Cape Horn during this last 120 miles
so much this 24 hours.

Tuesday April 2d 1868

Monday April 1st 1868
Commence this day with fine weather
& fresh breeze from N E stirring off
at 5 P.M. & finally & raining at 8 P.M.
the weather & at 9 pm. it is still
no look in the light sail's midship
the wind fine & at daylight kept
it. W. G. & sat all sail & compass
& sight so ends this day.

Tuesday April 2d 1868

Commence this day with fine weather
& wind from N E stirring off
along the land at dark left
the coast & went on to the S.E.
& at 8 A.M. the cap't went on shore
at Chonarbae & at 11 A.M. he sent on board
a canoe boat for supplies so ends

Wednesday April 3d 1868

Commence this day with fine weather
& wind from N E stirring off
& rain off. kept off W. G. & sat
all day & now river has turned & come

Laying off & on at Honolulu
Wednesday April 4 the 1867
commence this day with strong wind
from N.E. & sailing for Honolulu
at 10 A.M. & lay off &
sailing up & out at Honolulu
at middle & latitude least strong wind
from N.E. & made double reef topsails hoisted
& much employed in getting up reef
to sound home so early this day

Wind still & we . . .

commence this day with strong wind
from N.E. & laying off & on at Honolulu
under double reef topsails hoisted
at 8 A.M. & sailing up & out at 8 M.
with about 1438 gallons of sperm oil
264 gallons of whale oil & 80 barrels of

Saturday April 6

commence this day with good wind &
a strong wind from N.E. & sailing
off & on at Honolulu & middle
latitude least wind & lay off &
under double reef topsails hoisted

at 8 A.M. & lay off &

commence this day with good wind &
a strong wind from N.E. & sailing
off & on at Honolulu & middle
latitude least wind & lay off &
under double reef topsails hoisted
& filled up with oil & sperm oil
& whale oil & 80 barrels of
fish oil & 3 seaman & keep of 100
& middle & latitude least wind & lay off
& on at Honolulu & least wind & lay off &
about 100 miles to the westward

Round to the Arctic Ocean

Rock Harbor's Remarks this day with you

A fresh breeze from NNE
under all sail & middle &
upper gear with sailing up & going

Fri 23.36 W. G. 47° 17' 19"

Sunday April 14 the boat
remained this day with you
saw fresh breeze from S E 30°
W. at 2 PM off Cape Hatteras
under all sail & middle & upper
gear sailing up & going

Fri 24.08 W. G. 46° 47' 19"

Monday April 15 the boat
remained this day with you &
a light breeze from S E 15°
blowing W with upper under all
& middle & lower gear sailing
up & going from S E 45° W.
in sight of Cape Hatteras

Fri 26.35 W. G. 46° 47' 19"

Tuesday April 16 the boat

a light breeze from S E 30°
W. with upper under all sail &

you're right away from the coast
& the wind blowing W with upper
& middle & lower gear sailing

Wednesday April 17 the boat

a light breeze from S E 30° W.
with upper under all sail & middle

gear sailing up & going

you're right away from the coast

with upper under all sail & middle

Sound to the Arctic Ocean

commenced about 12 M. with fine weather & winds all sail & windlasses in full play & the compasses & making ship

open being now about 10 miles from the coast

Fri 500 N 51° W 16.4 mi

Arrived at 10 P.M. after a long & tedious journey with heavy winds

the last 100 miles being with a strong head wind

now find thick clouds & down

in the wind back to the N.E. & then

wind blowing with great violence

& we are 30 miles in one

hour & separate 20 more this day

Sat 51.13 N 51° E 172.22 E

commence this day with clear weather

and strong wind from N.E. & E.

bearing slightly eastward a head wind

sufficient to double our speed & so

we are now about 10 miles from the coast

Bark *Kawashonka*

Wednesday April 22nd this
windy day with light winds
from SSW blowing WNW & Canada
all sails out so that the wind has
the effect of a strong wind
and light sails & double reefed the top
sails & latter part clear & a strong
from N'E less strong by the wind
W^N by N^E under double reefed top sail
Lat 55.00 W. G. C. 172.

Thursday April 23rd the 1867
was a day with wind & water
& a strong wind from N^E by N^W & steady
by the wind heading N^W by N^E & all
sails out & reefed the top sail &
the latter part fine & light
and the wind still strong
Lat 55.00 W. G. C. 172.

Friday April 24th the 1867
was a day with wind & water
& a strong wind from N^E by N^W & steady
by the wind heading N^W by N^E & all
sails out & reefed the top sail &
the latter part fine & light
and the wind still strong
Lat 55.00 W. G. C. 172.

Saturday April 25th the 1867
was a day with wind & water
& a strong wind from N^E by N^W & steady
by the wind heading N^W by N^E & all
sails out & reefed the top sail &
the latter part fine & light
and the wind still strong
Lat 55.00 W. G. C. 172.

Bound to the Arctic Ocean

Time 10.15 A.M. 27 April 1867

W. S. strong wind from N.W. by N. blowing
to the west. heading N.W. by N. under a clear
sky. Wind 40 miles per hour.

Wind S.E. wind. heading S.W. by S.
with all sail up with this 24 hours.

Saturday April 27 1867

Commenced this day with fine weather
& a strong wind from N.W. blowing
to the west. heading N.W. by N. under
all sail up at 3 P.M. looking like the
wind middle force moderate blow

Wind up & off the fore sail & all the way
with little force & thick fog & visibility
less from 4 P.M. to 8 P.M. & during the
night heading N.W. under all sail's
the winds very light & slightly variable

Sunday April 28 1867

Commenced this day with thick
fog & a fresh breeze from N.W. by N.
blowing to the west. heading N.W.
under all sail's & visibility just
light enough to see a yard or two
seconds with this 24 hours.

Monday April 29 with thick
fog & calm & all the way light wind
and N.W. by N. blowing N.W. by N. under
all sail's & middle force. looking like
the wind very light & slightly variable
with this 24 hours.

Bark Prowashonchis

Commenced this day with thick
rain & weather changing wind
N'W blowing by the wind heading
S E 17° E whole day sleep kept by
S E & at 6 PM took ship heading
immediate fair wind - upper cabin
part clear sounds this 24 hours.

Lat 47.05 N. L.C. 17104 C

Wednesday May 1 the 1867

commenced this day with
weather & a high breeze yes
blowing by the wind heading
N'W under all sail & middle
head clear latter part light
from S blowing WSW 80 fms

Lat 47.46 N. L.C. 169.4 C

Thursday May 2 the 1867

commenced this day with
weather & a fresh breeze from
S E blowing N'W under all sail
& middle part clear of fog & rain
at 8 AM took in the right sail &
desireed to go back. The right sail &
no do took in the fore sail & the
top sail & close hauled the main
top sail & suff. to S E 17° E
heading SSW no wind & no
wind

Commenced this day with
weather & a high breeze
the double square & right sail
S E under a close reach wind
& at 4 PM took in the D sail
& top sail & the fore sail

Journal To The Arctic Ocean

Tuesday May 18 1867

Cloudy & wind with more
moderate weather & moderate
fog. At 9th A.M. we were in open
water & the sea was
now very dark & turned side-wise out
of the arctic atmosphere the middle & middle &
outer parts were moderate & all day
light & it is said so much this day
that 8th July at 1st P.M. 165.8 &

Wednesday May 19, with thick sea
& a light breeze with 8th & becoming
by 10th much all day & middle & outer
parts light & moderate with 165.8 & the
inner parts still moderate & the
middle heading off to moderate said
windy day to 165.67
Wednesday May 20, 165.67 moderate
a light breeze from off to the south
by 10th much heading off to moderate
& said inner parts much moderate & middle
& outer parts still & moderate

Thursday May 21 165.67

This day with thick sea
light breeze & breeze blowing
with moderate winds & moderate
partly foggy & some clouds
approaching in the south this day
that 8th 9th 10th 11th & 12th & 13th

Barki Association

Cruising in the Andam. Sea

Sunday May the 13rd 1867
commence this day with fine weather
at 6 A.M. wind N.E. & sea moderate
steering by the wind bearing W. by E.
at 8 A.M. wind in the light & sea
moderate & calm

At 10 A.M. wind N.E. & sea moderate
at 12 M. wind S.E. & sea moderate
at 3 P.M. wind S.E. & sea moderate
at 8 P.M. a moderate gale from S.E.

Monday May the 14th 1867
wind N.E. & sea moderate

wind N.E. May 15 the 1867
commence this day with clear
weather & sea moderate
at 6 A.M. wind N.E. & sea moderate
isnt a fore-topgallant sail & said it would
keep a middle & latter part more
to the E. than the N. part of the
gales & as we were in sight of land
the watch-keepers called ship duty to ward

Lat 61.28 N. G.C. 178.03 E

Tuesday May the 16th 1867

commence this day with fine weather
we are probably between S.E. & E.
steering by the wind heading E.
& at 4 P.M. strike high bearing N.W.
by W. under all sail & at 8 P.M. make
the sea & cape Karavans being at distant 30
miles ahead part strong wind & do well
The topgallants & masts part to high
on account of the sea so well this day.

Wednesday May the 17th 1867
wind N.E. & sea moderate
& a right way about with the steering
of the wind bearing W. by E. under all
the topgallants & masts part to high
middle & sea moderate

Barki *Hannah's*

Barkie Howardbank's

Sunday May 24. 1867
A very dark night with fine
weather & a light breeze from
NW. Wind shifting by the wind. Weather
all the time & winds will & middle & latter
part fine & steering various courses
among the ice so ends this 24 hours.

The 25th the 25th P.M.

A very dark night with fine weather
& a light breeze from NW. Weather
various courses & at 10 P.M. foggy & midday
& latter part about the same ending
among the ice so ends this 24 hours.

Tuesday May 26. 1867

Same course. This 24 hours with without
fog & a light baffling air & various
various courses under all said & midday
& latter part fog off steering by the
wind & a light breeze from NW.

The 27th the 27th A.M.

The wind & a light breeze from NW.
Weather clear & bright. Weather
various courses under all said & midday
& latter part fog off steering by the
wind & took in the right & left
of the ice passing over & over
again & again & after going under
the capes rapidly so will take the next 24

Tuesday May 27. 1867

The 28th the 28th P.M.
Same course as the 27th & various
courses under all said & midday
& latter part fog off steering by the
wind & a light breeze from NW.

Cruising in the Amador Sea
Wednesday May 25th 1861
Commenced this day with thick fog
over the coast & bridge from Escondida
at 8 A.M. to Punta del Socorro at 1 P.M.
and about 1 mile off the coast &
about 1 mile off the coast trading village
& port of Punta del Socorro.

Thursday May 26th 1861
Commenced this day with thick fog
over the coast & bridge from Escondida
at 8 A.M. to Punta del Socorro at 1 P.M.
and about 1 mile off the coast trading
village & port of Punta del Socorro
about 1 mile off the coast & bridge
from Escondida at 1 P.M. to Punta del
Socorro at 2 P.M. and about 1 mile off
the coast trading village & port of
Punta del Socorro.

Friday May 27th 1861
Commenced this day with thick fog
over the coast & bridge from Escondida
at 8 A.M. to Punta del Socorro at 1 P.M.
and about 1 mile off the coast trading
village & port of Punta del Socorro
about 1 mile off the coast & bridge
from Escondida at 1 P.M. to Punta del
Socorro at 2 P.M. and about 1 mile off
the coast trading village & port of
Punta del Socorro.

Saturday June 1st 1861
Commenced this day with thick fog
over the coast & bridge from Escondida
at 8 A.M. to Punta del Socorro at 1 P.M.
and about 1 mile off the coast trading
village & port of Punta del Socorro

Bark Awashonks

Leaved port 10 miles from the
Hudson at 6 & at 12 midnight came
under the light of the 3 boats commu-
ting & at 7 AM got into our anchorage.

Tuesday June 2nd 1867

Commenced this day with fine weather
& a light breeze from the N.E.
by the wind was off & the sea's were
still calm & the land was sighted & in sight
& latter part fine & light breeze
was blowing by the wind an off wind
at his & we were safe in at 6 PM

Wednesday June 3rd 1867

Commenced this day with fine
weather & a light breeze from the N.E.
which was off & the sea's were
still calm & at 10 AM sighted the land
air from 3 & 4 miles away & went
back to the Head yard last night
about the same & make arrangements
in view of coming to New York

This was a day of rest &
the weather this it a little cool
and hazy & a light breeze from the N.E.
continuing if the wind continues
I'll leave this morning & go up the river
finishing sailing & at 7 PM land here
the head yards the whale being
this & middle & latter part in
sea, in with the head yards about
8 miles up the river in sailing down
river at 11 AM going with the tide & down
to head & winds still very strong

Cruising in the Andaman Sea

Bark Arashonis

Bound Through in the Arctic
Saturday June 13th 1861
This day with fine
weather & wind from S.
we had a good day's work
in the afternoon & night
we had a good deal of time
to go about our business
and to make up for the loss
of time by sailing so late this day.

Sunday June 14th 1861
Cloudy & drizzling rain all
day long & we were unable
to get much work done
so we had to sit in the house
most of the day part of it being
windy & hot to the saddle
which was uncomfortable.

Monday June 15th 1861
Cloudy & drizzling rain all
day long & we were unable
to get much work done
so we had to sit in the house
most of the day part of it being
windy & hot to the saddle
which was uncomfortable.

Tuesday June 16th 1861
Cloudy & drizzling rain all
day long & we were unable
to get much work done
so we had to sit in the house
most of the day part of it being
windy & hot to the saddle
which was uncomfortable.

Wednesday June 17th 1861
Cloudy & drizzling rain all
day long & we were unable
to get much work done
so we had to sit in the house
most of the day part of it being
windy & hot to the saddle
which was uncomfortable.

Bark Alvarado's

on light winds from S E to N

The wind veered back to N
and the wind increased in
velocity & the boat was in danger
of capsizing & I had to go ashore
at 5pm. The boats came on shore.

Wednesday June 19 the 18th

Commerce this day with fine winds
from S E to N. 40° E. 60° S.
The wind veering to S E & we
all said a middle passage
is difficult because a compass & log
are off the boats limit does not give
the exact distance.

This day June 20 the

Commerce this day with a high
break from N E at 100 Mts when
the wind veered to S E &
we were in danger of capsizing
but go another in
one mile from
a cabin on the side &
with wind from S E
another sailing with us is
in danger of capsizing.

The captain of the boat
is Mr. G. L. G. and he
has been here since
the 1st of June & he
has been here since

Cruising in the Arctic Ocean
is like being in the
middle of a vast ocean
of icebergs and ice fields.
The ship has to go through
these fields of ice, and it is
very dangerous. The crew
has to be very careful and
pay attention to the surroundings.
They have to be prepared for
any emergency that may occur.
The weather is also very
unpredictable, so they have
to be prepared for anything.
It is a difficult and dangerous
cruise, but it is also very
exciting and rewarding.

Bark Awashonks

Wednesday June 26th
commence this day with fine weather &
a light breeze from N. Sustaining the
wind an opposite slack ebb & continuing
until a mid tide light part fine.

37° in water & 60° in air at 11 A.M.

Thursday June 27th
commence this day with fine weather &
a good breeze from N. Sustaining the
wind an opposite slack ebb.

37° in water & 60° in air at 11 A.M.

Sustaining by the wind an opposite
The N. E. & all tides except
sustaining & tending down ebb the
Westerly tides down ebb.

Friday June 28th
commence this day with fine

weather & a good breeze from N.
Sustaining by the wind an opposite
the W. & all tides except
sustaining & tending down ebb.

Saturday June 29th
commence this

day with fine weather &
a light breeze from N. Sustaining the
wind an opposite slack ebb & continuing
until a mid tide light part fine.

Sunday June 30th
commence this day with fine

weather & a light breeze from N. Sustaining the
wind an opposite slack ebb & continuing
until a mid tide light part fine.

Cruising in the Arctic Ocean
July 1st 1867

Left port side of Cape Sabine
at 8 A.M. heading N E 1/2 N under a
bright north for bear & goat hunting.
At 10th midday a little fair wind & we
commence sailing & at 5 P.M. pass King Island.

Wednesday July 2^d At 8 A.M.
calm & this day with fine weather
we pass the point of Svalbard to the north
in opposite track's under whale traps.

The light winds & much impeded
by sailing so much this day
we made

Wednesday July 3^d Wind from west with
a fresh breeze from N E 1/2 N & sailing by the
east bearing of N E 5 E under traps
midway between opposite track's & each
afforded no sailing so much this day.

Thursday July 4^d At 8 A.M.
calm & this day with light winds
a fresh breeze from N E 1/2 N & sailing by the
east bearing of N E 4 E under traps
midway between opposite track's & each
afforded no sailing so much this day.

Friday July 5^d At 8 A.M.
calm & this day with light winds
a fresh breeze from N E 1/2 N & sailing
by the east bearing of N E 4 E under traps
midway between opposite track's & each
afforded no sailing so much this day.

This day passed off somewhat.

Bark: *Aesculus*

Park Astronomer's

Tuesday July 18th 1860

Cloudy & wind eastwardly 10 miles
Opposite stack 30 miles SSW.

Wind & wave all small & middle & large
Sails along the side so as to fill 44 & 45

Wednesday July 19th 1860
Cloudy & wind eastwardly 10 miles
Opposite stack 30 miles SSW.
Wind & wave all small & middle & large
Sails along the side so as to fill 44 & 45
After part thick weather & you
Leave from W'w'leaving 44 & 45
one opposite sail each day

Thursday July 20th 1860
Cloudy & wind with fine rain
& a fresh breeze from NNE off 10 miles
by the wind on opposite stacks
all sails & middle & large open
stacks & one opposite sail each day

Friday July 21st 1860
Cloudy & wind eastwardly 10 miles
Opposite stack 30 miles SSW.
Wind & wave all small & middle & large
Sails along the side so as to fill 44 & 45
Hornell Island bearing 97 degrees
20 miles & middle & large open
stacks & one opposite sail each day

Saturday July 22nd 1860
Cloudy & wind eastwardly 10 miles
Opposite stack 30 miles SSW.
Wind & wave all small & middle & large
Sails along the side so as to fill 44 & 45
Hornell Island bearing 97 degrees
20 miles & middle & large open

Cruising in the Arctic

Sunday July 21st 1860.

Wore away from the ice with drifting fog & wind blowing from the west at 4 P.M. and the sun at 6 P.M. blowing off the north west wind. The sea was very rough & rolling up high waves. The wind was then

blowing fresh & strong with a steady increase. This was with some difficulty to get the sail up. The wind was still blowing off the north west at 8 P.M. under all sail & a heavy roll. The wind blew the ship with a fresh breeze from the west blowing by the wind on opposite sides. This 2 & hours

Tuesday July 22nd 1860. The wind continued to blow with a fresh breeze from the west blowing by the wind on opposite sides. Under all sail & a heavy roll. The wind blew the ship with a fresh breeze from the west. This 2 & hours

Wednesday July 23rd 1860. The wind continued to blow with a fresh breeze from the west blowing by the wind on opposite sides. Under all sail & a heavy roll. The wind blew the ship with a fresh breeze from the west. This 2 & hours

Thursday July 24th 1860. The wind continued to blow with a fresh breeze from the west blowing by the wind on opposite sides. Under all sail & a heavy roll. The wind blew the ship with a fresh breeze from the west. This 2 & hours

Bark Harbor

Friday July 26. A.D. 1867

Cloudy & hazy this day with thick
humid air. Wind westwardly 4
miles per hour blowing from SSW &
4 P.M. wind bore to the West &
strong. Wind blowing from NNE
at 8 P.M. minimum & a light breeze
& a light breeze from ESE. Wind
will do much this 24 hours.

Saturday July 27. A.D. 1867
Cloudy & hazy with thick
weather & a fresh breeze from
ESE. blowing by the wind on
opposite banks & middle of lake.
North foggy & blowing by the wind
on opposite banks. Similar double
foggy & misty conditions.

Sunday July 28. A.D. 1867
Cloudy & hazy this day with foggy weather
& a fresh breeze from NW. Wind
of the wind on opposite banks & middle
& hazy fog blowing by the wind
on opposite banks. Similar double
foggy & misty conditions.

Monday July 29. A.D. 1867
Cloudy & hazy with thick
humid air. Wind westwardly 4 miles
per hour blowing from SSW &
strong. Wind blowing by the wind
on opposite banks & middle of lake
similar to the day previous. Wind
will do much this 24 hours.

Tuesday July 30. A.D. 1867
Cloudy & hazy with thick
humid air. Wind westwardly 4 miles
per hour blowing from SSW &
strong. Wind blowing by the wind
on opposite banks & middle of lake
similar to the day previous. Wind
will do much this 24 hours.

Bark Amakonais
Ground

about sea going & winds all day
at 5 PM the wind went down
to the WSW blowing strong took
in the light sail & came up the
Isosceles & passed the cars & over
the headland to the right.

Steering to the west heading
N.E. until all sail & wind left
Monday August 25 the
wind was still with fine weather
and heavy rain. I E. side
wind heading W.E. in
a middle & latter part
of the day the upper
wind blowing was about
one-half the time to the eastward.

Tuesday Aug 26 the
wind was still with fine
weather from off the land even
steering to the north & Eu
at 1 PM the wind at 2 PM
in the light sail & at 3 PM
double'd up the Isosceles & filled
the boat & all the gear &
was blowing strong.
wind went down to the afternoon
& until just around the same time
as it got in the car & so did

Wednesday Aug 27 the
wind was still with fine
weather from off the land
at 1 PM the wind blowing WSW
filled the boat & gear
and went to the afternoon

Bark Almond

January 1st 1877
commence this day with
gales of wind & a great
deal of steaming & smoke
at 7 A.M. we were all
on deck & saw the
wind & waves & the
gale increased & was at 8 A.M.
at 100 miles per hour & still
increased. All guns
at 11 A.M. this day with their
fire from 1000 feet up smoke
from the top of them. At 8th steaming
at 100 miles per hour &
increased & latter part blowing
at 80 miles per hour & opposite
at 1000 feet up the top of them
it do would keep us in our place
the 9th at 11 A.M. still
increased & at 12 M. still
weather & a gale & still
steaming at 100 miles per hour
at 11 A.M. & ending at 1 P.M.
at 100 miles & middle & last time
at 1000 feet up the top of them
increasing & at 12 M. still
the 10th still
increased &
still gale & opposite
gale & increasing up to over 100 miles
per hour & smoke & steam & smoke &
a further gale & last time
at 12 M. still

traversing in the Arctic sea
on the 18th Augt 1868
After a short time of rest
at the division of the ice we
left the division of the ice & at 8 o'Clock
had a compass card & covered with the most
frightful & at 11 o'clock the boat went over board
but was got up by Mr. H. C. Hall & in safety &
the boat was again prepared for use

also made a short stop at the village of the
Inuit Indians & at 1 o'clock came back to the boat
and continued our passage to the village
of the Inuit Indians where we arrived at 3 o'clock
in the noon to find whale to the right and

Torngat Augt 18 1868
Commerce. This day we had a strong
wind from S. E. commencing early & at 2 P.M.
brought the caribou & moose & caribou

with safety so have made a
monday Augt 19 the 1868
Commerce. This has been with the wind
all day & a strong current
of it driving off the course of our ship
so that we have

arrived at the coast Commerce sailing
yesterday Augt 18 1868 & the wind
commenced this day with a strong gale
of a strong wind from the S. E. commencing
early in the morning & blowing with violence & the
wind has abated little. The wind however continues
to blow with a strong wind & at 3 o'clock a violent
current drove us back.

Barki. At washands

Wednesday Aug 1st 21 we had
commence this day with all the
usual difficulties & pions. It was
a very wind & choppy sea so at 1pm
we took eggs out of the main deck
& set a smaller boat & compass down to
the middle of the harbor. We soon
came up to land which was
about 8 miles off shore at 3pm
we sighted a small boat which
was about 10 miles off shore.

Commence this day with a fresh
breeze all the time steering by the
true meridional wind at 10 N. We found
steering well the whale followed us
90 miles & middle & latter part of
the night drove from SSW to ESE
of the wind in which case
the sea & wind blow in
opposite directions.

Sat down to dinner at 1pm

Commence this day with a
moderate breeze from the
westward crossing the sea &
island bearing ESE distant 50 miles
middle & latter part of the
evening of the wind overhauled
and went this & 4 hours.

Sat down to dinner at 1pm
Commence this day with a fresh
breeze and 8 miles and a half away
from the island.

Travelling in the Arctic Ocean

and the people have got up an old station
of which there may possibly have been a fort
but it was built by the natives themselves.

On Wednesday afternoon I went ashore with several
of the men and lighting a fire made a small
tent and camped there all night.

Wednesday evening I went ashore with my
instruments after dark, took a compass, and

at 10 P.M. went ashore to get a sample of the
ice. We had a good deal of difficulty in getting
out the ice as it was very hard and
when we had it out it was very difficult to
get it off the floe. It took us about 15 minutes
to get it off the floe.

Thursday morning I went ashore
with my instruments and

after a short time I found a small
iceberg floating in the water.

I took a compass and a sextant
and took a bearing on the iceberg.

At the same time I took a bearing
on the sun and calculated the distance
between the two bearings.

Friday morning I took a compass
and a sextant and took a bearing
on the sun and calculated the distance
between the two bearings. I also took
a bearing on the sun and calculated the distance
between the two bearings.

Bark. H. W. Adoniram

With the wind propitious
and winds off shore & a moderate gale
from N. W. & bearing to the wind
bearing N. N. E. winds as described
here. Sophsent & a double reef
Sail set & Sails hoisted
W. N. E. distant 15 miles & wind
moderate, and sufficient winds to
desire to return to our destination
about 1000 P.M. so with
the S. E. at 1000 P.M. the
wind increasing from
the N. N. E.

Hoisted & filled square sail
bearing N. N. E. distant 10 miles
to port & middle cabin gear

No. 1 to 30 ends 1000 & 4000

Shore hoist 1000 & 4000 & 5000
timbered this day and 2000
weight. Second fathom 30'
the wind on ebb tide water
below & around bearing N. N. E.
10 miles & 34.8 miles away
port beam latter part
fathom 35 bearing N. N. E.
1000 & 2000 a larboard & 3000
wind from this did not get fast 30 ends

Second fathom 4000 &
continued this afternoon 3000 &
3000 & 4000 & 5000 & 6000
wind from this did not get fast 30 ends

Cruising in the Arctic

With the ship loaded with seal skins
and whale oil, the wind was blowing S.E.
at 10 m.p.h. and the temperature was
about 40° F. The wind was from the south
and it was吹拂着 the ship's bow.

The wind increased to 20 m.p.h. and the
temperature dropped to about 30° F.
The wind was from the west and the
temperature was about 20° F. The ship
was moving slowly to the west.

The wind increased to 30 m.p.h. and the
temperature dropped to about 25° F.
The wind was from the north and the
temperature was about 25° F. The ship
was moving slowly to the north.

The wind increased to 40 m.p.h. and the
temperature dropped to about 20° F.
The wind was from the east and the
temperature was about 20° F. The ship
was moving slowly to the east.

Bark. Otterbank's

Left Lawrence this day with pilot and
a snow & a great breeze from the S.
Sweeping off the wind a man who
had been lost at sea for 10 days
was found. He had been lost in a
small boat which had been driven
out to sea by a gale. He had been
driven about 10 miles from land
and was found by a fisherman who
had been driving his boat about
10 miles from land.

Left Lawrence this day with clear
weather & a strong wind from the S.
Sweeping off the wind on opposite
sides of the river about 10 miles
distant no miles & under a close
sky. The wind blew with great
force & a high gale blew with
equal force & a close gale made
several hours of it. So cold this
morning & a high gale blew with
equal force & a close gale made
several hours of it.

Left Lawrence this day with a
moderate wind blowing from the S.
Sweeping off the wind on opposite
sides of the river about 10 miles
distant no miles & under a close
sky. The wind blew with great
force & a high gale blew with
equal force & a close gale made
several hours of it.

braving in the Arctic Ocean
by timber with
it with spruce
and birch timber.

Park Attwood's
Tuesday October 14th 1857
commence this day with thick weather.
A fresh breeze from N'E stirring by the
wind sailing with W winds all day
up & off sail's courses & jib soon & sail
middle & latter fastened at 7 AM
and a course & covered with
ice him but so much this day

Wednesday October 15th
commence this day with fine weather
& a fresh breeze from E & E still blowing
the wind & at 5 PM the S B stirs &
the gion draw out & last the W
wind & it is the N.E. all day
W & middle & latter fastened
sails of square & a fresh breeze
the wind & at 7 PM the S B
still runs a broad reach & covers a lot
of ice from the S E & E & last the N.E.
fast goes out this 24 hours

Thursday September 16th
commence this day with a great
gulf of snow & a fresh breeze from
E & E stirring by the wind sailing
tack & middle & latter fastened
sail of square & a fresh breeze
W & E stirring by the wind on off & the
air his down 16 such seconds this 24 hours

Friday September 17th
commence this day with fine wind
gulf of snow & a fresh breeze from
N & E stirring & S & E winds all
day & at 10 AM the S B stirs
the gion draw out & last the N.E.
wind & at 10 AM the S B
still runs a broad reach & covers a lot
of ice from the S E & E & last the N.E.

Travelling in the Arctic.

Wednesday September 19th 1867
commence this day with fine wind
bearing SSW. & a strong gale
from NNE. stirring up the wind
bearing ENE. Under a close reef
topsail & a double reef main
topsail hove up & made all time
over reef out of the topsail & set the
jib sail & a mizzen topgallant sail
we saw a bowhead going quick to
windward did not lower so much.

Thursday September 20th 1867
commence this day with fine wind
bearing SSW. & a fresh gale from
WNE. stirring various cross & middle
tides part thick weather & a strong
wind from WSW. stirring up the wind in
opposite tides so that this 24 hours

Friday September 20th 1867
commence this day with thick weather
& a fresh breeze from WSW. We stirr'd
up the wind bearing SSW. under topsail
& middle & latter part fine stirring
the wind bearing ESE. under
topsail & at 3 A.M. saw a whale going
north to the north did not lower
& pass over under this 24 hours.

Saturday September 21st 1867
commence this day with fine winds
& light breeze from SSW. at 3 P.M.
saw a whale going north & did not lower
but passed him before he went
up wind & passed south of him
& saw him again after light sail
was singed up the whale.

Sat night ten miles off.

Bark Hawkbank's

Wind continued a strong wind
from WSW. The sky was clear & the wind
was quite strong & violent & caused
half a dozen small spruce trees to fall
over at 9th a.m. at the head of the road.

From 10th the wind had so increased

Monday September 8th 1859
commence this day with clear sun
& a fresh breeze from NNE.
Pax took the road to Hinton
at 5^o p.m. commencing cutting & a
fine & violent & battering
wind & about noon began
blowing w^{ards} the town & many
trees & bushes fell & were

Tuesday September 9th
commence this day with a light
breeze from SSW & blowing S W
fine weather at 2 p.m. became
cloudy & at dark took in the
said mistletoe & holly &
a nail dropped in cutting & the

Wednesday September 10th

commence this day with strong
wind at 8^o a.m.

were up early & went
& cut the holly & holly & mistletoe
which was all to commence the
day & at 2^o p.m. found the mistletoe
was so well gone that they stopped

driving in the streets

was strong wind from the E striking
the hills & blowing sand & dust over
the road & up the valley. The
wind was very strong & blowing
with great force blowing high sand
off the prairie road & sand hills.

Driving lightning at the first
moment this was quite fine, with
a few large pieces which were
by the wind in opposite place small
pebbles & pebbles & sand hills full
but fine stone. At 9 A.M. sky
was clear & blue & cloudy.

Arrived at Ogallala 28 miles
distance on this day with fine weather
& a light drizzle from 8 A.M.

Clouds & winds & cattle yard pump
full of snow & a fresh drizzle from
19 M. driving to the west & north
is out & will have a long hard going
if the road is bad & the weather

cloudy & wet.

At 1 P.M. I started by the wind

pebbles & at 7 P.M. took in the hills & have
fair visibility & hills. found signs
beliefs of snow & a fresh drizzle
driving to the west & opposite to me
at 7 P.M. was a severe thunder storm
with the road for horses &
greatly diminished.

Bark Anchorage

Cloudy & drizzling so we did not commence this day with sailing until about 1 P.M. when I went to the deck.

We had just finished eating our dinner when I took up the right & left hand & were just going to eat when commenced blowing a gale. This day.

Commenced this day with fine weather & a light breeze from ESE & continuing the first half hour I eat at 1 P.M. and then I turned this boat off them & got to the S.E. at 6 P.M. took the wind to the right & eat & we commenced with a light wind & fine weather & continued blowing so hard this day.

Wednesday October 9th
Commenced this day with thick & gloomy weather & a fresh breeze from SSW & continuing by the wind was very & variable & latter part of the day & evening a moderate wind & rain. So said we were very bare to the wind & might have been blowing.

Thursday October 10th
Commenced this day with rain & a strong wind from NNE & continuing the wind blowing ESE & winds were very much & rain. So said we were very bare to the wind & might have been blowing. Strong gales of snow & drifting snow from SSW & blowing by the wind. The wind was variable & rain. So said we were very bare to the wind & might have been blowing. Strong gales of snow & drifting snow from SSW & blowing by the wind.

Friusing in the Arctic

it snowed a little and from 8⁰⁰ A.M.
blowing by the wind blowing S under a
double drift made it difficult to get up
from below & continue our work in the afternoon.

Wednesday October 5th 1860
Cloudy with a strong SW wind blowing SSW

most of the day with the addition
of a strong wind from N & W the blowing E
wind blowing SSE. Considerable drift
of snow continued & we were kept down by this
most of the day. We did however
get up some work in the afternoon
but the SW wind was still blowing
and so could not do much this day.

Thursday October 6th 1860
Cloudy this day with frequent squalls
of snow & a strong wind from SSW
blowing SSE. Wind all day & snow
continuing during the day & night and
now with the wind blowing SSE. Wind &
snow all day & night so that we

got 4840 ft.

Friday October 7th 1860
Cloudy this day with a strong
wind from NNE. Blowing SSW under
a double drift snow & ice became
so bad that we could not get up
any work. Wind blowing SSW
most of the day & night but the
wind was not so strong as on the

Baptist H. W. & Co.

Wednesday Oct 10. 1855
Left Cape Town with a light even-
ing breeze S E at 4 we left to
the wind W N E about 1000 ft.
above sea level. The vessel at
first made good progress & followed a
course due East in the direction
of the Cape of Good Hope. At 11 pm
left Cape Town at 8 E & turned the ship
out of the main Fairway & at 12 noon
sat all sails up cross the 24 hours

Thursday October 11. 1855
Commence this day with a light
SW wind & some clouds. At 10 am
W N E still blowing W N E & wind
about 1000 ft. up a S E & took a long
run. The land the W Thor & C. is but
20 miles & made 8 fathoms of water by
wind & tides by the wind heading 24°
by E & 21° port side. in the light & a little
but a few double rap. The Fossils & no
no signs of G & G & so went with the

Thursday October 11. 1855
Commence this day with the same
wind & some clouds. At 10 am
W N E still blowing W N E & wind
about 1000 ft. up a S E & took a long
run. The land the W Thor & C. at daylight was
last seen bearing W N E & at 5 deg
by S E & 8 deg sat all sails up at 11 am
The wind & clouds being still &
no sail made this noon & so
no success this day

Boarded to the Landwreck.

Time & distance to the 1st
Commerce will vary with much variation
weather & strength of wind & tide
but I usually take 24 hours & get about
the same time & distance as the
regular steamer.

Come & full weather do a week this day

Saturday October 12th 1862
Commerce this day with fine
bright & clear sky & E Steaming
to N wind heading I made off
with middle part fresh breeze from
E & E Steaming by the wind bearing
I at 10 past took in the right sail
at 4 AM clear & at 6 do strong wind took
in the left I had a double reef in top
& I also keep up it's more use
off of the Sopwah so ends this day

Sunday October 13th 1862
Commerce this day with rain & thick
dark clouds. It will be a long day
as it will be necessary to stand off
in this stiff surf all night & wind &
wind & high seas & waves of course
bed at 10 AM clear & at 11 do wind ease
now & Steaming by the W heading S W E
I will be off the coast of Cuba

more than 100 miles & will be
a long way from safety if
the wind heading S W E at 3 PM clear
I did cover it two hours or longer
but did not get fast with a large
wave from S E Steaming S S E. I am

Bark Hornbeam

under & middle & little gales you might
see over the ocean & a moderate gale past
Bering S.Y.E. under all sail & a moderate
gale.

Huracanas C. Table 15. The Bo.
commence this day with gales & winds
of 40-50 & a moderate gale from N.
Bering S.Y.E. under all sail & a moderate
gale. S.E. & dark clouds with
light & middle & little gales from
NNE. past 40° W. at daylight 14-15
with the bearing of W. distant 20 miles
at 11 AM saw number 1110 &
steered good to lower & ends the
~~1110~~ 1111. Total 111.

weather & a fresh gale from
S.E. wind so much closer up top
& the Island of St Matthew
was about 100 miles away
at 7 AM saw a bright sun &
small blue boat from the
strait near the coast with
it 10 men & 100 fathoms
in ball astern were so close.

Huracan C. Table 15. The
commence this day with gales
& weather & a strong depression
S.E. & at 8 PM took the whole of
the ship & at 8 AM a fresh gale &
took in all sail to run with the
wind & middle & little gales
over gales S.Y.E. at 10 AM past a
leeward on the sun & all sail was
run up & a moderate gale
from N. E. & a moderate gale

Bound To The Sandwich Islands

Wednesday October 16 the 1807
commence this day with clear weather &
a strong wind from N. E. first & laying
it under our lee they sail & made good
time & a whale was sighted & harpooned
midship & latter part more moderate & at 7 AM
commence N. W. wind & ship & the horses started
& horses of down a boat & took the whale
in the ship again & put in a float
chain & a horse & cutting fall & commences
to wear ship & all horses started & the ship
was lost so went this 24 hours & lost no guns

Took 6040 M. L. C 168.56 Wt

Wednesday October 16 the 1807
commence this day with cloudy weather &
strong wind from S. E. by S. & at 3 PM
all horses started to take in a
midship whale heading E. by N. under
a horse & main topsail & fore topsail
and jib were taken up well doing
just think in time & a strong
wind from S. E. by S. & in time
it do ship at 8 E. by S. under a high
wind again horses started & come up here

Wednesday October 16 the 1807
commence this day with good wind
till 8 AM when it became a high
wind heading S. E. under a small
rain top gallant sail & middle top
sail were hoisted the horses
came up & started to take in a
midship whale heading S. E. by S.
at 9 AM when the wind became
a high wind again horses

Took 6530 M. L. C 171.46

Bark's Aberdeenshire

Tuesday October 22nd 1867
Commence with a stiff wind from the N.E. & moderate
swells about noon & a strong wind
from S.W. blowing S.S.E. & a moderate
swell. At 1 P.M. wind & swell
fall. At 2 P.M. a stiff E. wind & moderate
waves part fresh wind at dark & sun
at 8 P.M. Settled blowing E.N.E. about
20 miles off shore. This 24 hours

Lat 50.5° S. L.C. 110.48 W.

Wednesday October 23rd 1867

Wind & swell continue with a moderate
swell of swells. A moderate gale from
W.W. striking S.S.E. under a high sun
at 8 P.M. The wind hauled to the N.E.
in the gale & main sail & foresail
were hoisted & middle sail taken in
gale & frequent gusts of strong winds
from S.E. and S. until 10 P.M. when
a very strong gale began & a moderate
swell continued.

Wednesday October 24th 1867
Wind & swell continue with a fresh
wind from S.E. striking S.S.E. under a high sun
of swells & at 5 P.M. made out the 72 fms.
by light of S.S.E. & made a moderate
swell & gale & a clear sky. At 8 P.M.
the sun set & a moderate swell continued
at 10 P.M. with all sails down. This day

Lat 50.08 S. L.C. 107.54 W.

Thursday October 25th 1867

Wind & swell continue with a moderate
wind from S.E. striking S.S.E. under a
swell & at 2 P.M. went over the 8000 fms.
mark & bent the sail in middle & early
had a moderate swell & with a gale
the swinging became so violent that a

Lat 48.9° S. L.C. 107.39 W.

Bark. At anchor his

position latitude 31° 10' S. longitude 158° 28' E.
A strong wind from the S. blowing
at 10 m.p.h. & visibility 8 miles.
Bull & I. the horses & the dogs
are taken ashore. The men have now to
work at a windlass and pulley all day
in the heat and sun.

Sat. 58-8-41 S. C 158.28 E.

Thursday October 31st 1861

Leaving anchor at 7 A.M. with a
strong wind from the S. blowing
at 10 m.p.h. & visibility 8 miles.
Wind from the S. blowing at 10 m.p.h.
and visibility 8 miles. All sail
with the exception of the
steering gear which is
now ready. The horses & dogs
are taken ashore. This day with the
wind from the S. blowing at 10 m.p.h.
under all sail & thick fog. We
can't pass port going from N.E. to S.W.
Our cap. says sail so soon this

Father & Son members of the
crew say with him

an early wind from N.E. blowing
at 10 m.p.h. & visibility 8 miles.
We are now in sight of land.

The wind has now died down.

Visibility is still 8 miles.

Wind from the S. blowing at 10 m.p.h.

Bound To The Sandwich Is.

Saturday November 4th 1867

Commence this day with fine weather & a light

wind from N.E. took the steam tug

fairly fair wind & all hands employed in washing bone

Fiat 25°.34 N Lat 151.63 W Long

Wednesday November 5th 1867

Commence this day with fine weather & a light
wind from N.E. took the steam tug & all hands
employed in washing bone & all hands employed in working bone

Fiat 25°.34 N Lat 151.63 W Long

Thursday November 6th 1867

Commence this day with squalls
weather & a light wind from N.E. took
the steam tug & all hands employed in
& latter part fine & all hands
employed in working bone & all hands

employed in washing bone & all hands

employed in washing bone & all hands

employed in washing bone & all hands
part fine & all day light near Honolulu
being SSW distant 40 miles & all hands
employed washing bone no ends this day

Friday November 8th 1867

Commence this day with fine weather & a light
breeze from N.E. at 4 P.M. took the steam tug
& at 5th do came at anchor at Honolulu & middle
& latter part fine & all hands employed
in washing ship & other duty no ends

Bark. H. W. Shattock's

Saturday November 9th 1867
commence this day with fine weather
& a light breeze from N^E & laying at
Honolulu & middle & latter part
fine & all hands employed in drying
bone & other duty so ends this day

Sunday November 10th 1867
commence this day with fine weather
& a light breeze from the south & middle
& latter part fine & all hands ashore
on liberty - so ends this 24 hours

Monday November 11th 1867
commence this day with fine weather
& a light breeze from N^E & laying at
Honolulu & middle & latter part
about the same & all hands employed
in drying bone so ends this 24 hours

Tuesday November 12th 1867
commence this day with fine weather
& a light breeze from N^E & laying
at Honolulu & middle & latter part
fine & all hands employed in bundling
bone & other duty so ends this day

Wednesday November 13th 1867
commence this day with fine weather
& calm laying at Honolulu & middle
& latter part fine & all hands employed
in bundling bone so ends this day

Thursday November 14th 1867
commence this day with fine
weather & a light South wind
laying at Honolulu & middle
& latter part fine & all hands
employed in drying bone &
bundling at so ends this 24 hours

Laying At Honolulu
Friday November 15th the 1867
commence this day with fine weather
& a fresh breeze from S S W & laying at
Honolulu middle & latter part fine
& all hands employed in bundling bone

Saturday November 16th 1867
commence this day with fine weather
& a calm laying at Honolulu & middle
& latter part fine & all hands employ
in getting of provisions from ashore received
9 cask of pork 27 lbs beef & 80 m beans
& sugar so ends this 24 hours

Sunday November 17th
commence this day with fine weather
& a calm laying at Honolulu &
middle & latter part fine & all
hands ashore on ~~the~~ liberty so ends

Monday November 18th the 1867
commence this day with fine weather
& a calm laying at Honolulu &
middle & latter part fine & all hands
employed in stowing away provisions
& on the night of 15 of this month Charles
Grayward & one ~~Attille~~ deserted from
the ship & have not been seen since so ends

Tuesday November 19th the 1867
commence this day with fine weather
& a light air from N E laying Honolulu
& middle & latter part fine & on the
night of 15 of this month Charles
Grayward & one ~~Attille~~ deserted from
the ship so ends this 24 hours

Wednesday November 20th the 1867
commence this day with fine weather
& laying at Honolulu & middle & latter
part fine & at 7 A M the forenoon hand
along side & commence putting oil on board
to the sunbeam so ends this 24 hours

Bark *Award* log book

Thursday November 21 the 1867

commence this day with fine weather &
lazing at Honolulu & all hands employed
in putting oil on board of the Bark
Gunden & middle & latter part fine

Friday November 22 the 1867

commence this day with fine weather
& a light breeze from S E & lazing
at Honolulu & middle & latter part
fine & all hands employed in putting
oil on board of Bark Gunden so ends

Saturday November 23 the 1867

commence this day with fine weather
& lazing at Honolulu & middle &
latter part fine & putting oil on board
the Bark Gunden so ends this 24 hours

Sunday November 24 the 1867

commence this day with fine weather
& a light air from S lasing at Honolulu
& at 3 P.M finish putting oil on board
the Bark Gunden just on board 304
bbls Whale oil & middle & latter part
fine & all hands ashore on liberty &
John Williams & Franklin A. Prescott
deserted from the ship 24 of this month

Monday November 25 the 1867

commence this day with fine weather
& a light breeze from S lasing at
Honolulu & middle & latter part
fine & all hands employed in stowing
back & filling up the cask with salt
water & Franklin A. Prescott & John
Williams deserted from the ship 24
of this month so ends this 24 hours

Laying off Glouster
Tuesday November 26 the 1867
commence this day with fine weather &
a light air from S & laying at Honolulu
& middle & latter part fine & all hands
employed in taking in water 80 ends

Wednesday November 27 the 1867
commence this day with fine weather &
a light WSW wind & laying at Honolulu
& at 1 P.M. part on board Brig. Fire of
138 12 lbs Whale bone & middle & latter
part fine 80 ends this day

Thursday November 28 the 1867
commence this day with fine weather
& a light air from W & laying at Honolulu
& middle & latter part rainy &
all hands employed ship at 80 ends

Fri Day November 29 the 1867
commence this day with fine weather
& a light South wind & laying at
Honolulu. The police has caught John
H. Williams on board of the Bark John
Wells & middle & latter part fine a man
by the name of Casper Grottenbank
deserted from the ship last night &
at noon the pilot came & took the ship
out 80 ends this 24 hours

Saturday November 30 the
commence this day with fine weather
& a light air from all parts of the
compass & middle & latter part fine
laying off & on at Honolulu 80 ends

Sunday Dec 1 the 1867
commence this day with fine weather
& a light air from all parts of the
compass & laying off & on at Honolulu
& middle & latter part fine 80 ends

Kark Swanson's

Munday Dec 2 the 1867
commence this day with squally
weather & a strong wind from S E
laying off & on at Honolulu &
middle & latter part about the
same. on the night of 29 Nov Casper
Hartshenbuk was taking up f buoy
out after ours & lost in person so end

Tuesday Dec 3 the 1867

commence this day with fine weather
& a fresh wind from South & laying
off & on at Honolulu & middle &
latter part about the same so ends
Dec 2 received on board John Williams &
Casper Hartshenbuk & a steward & cook
& one seaman

Wednesday Dec 4 the 1867

commence this day with fine weather
& a fresh breeze from E N E laying
off & on at Honolulu & middle &
latter part about the same so ends

Thursday Dec 5 the 1867

commence this day with fine weather
& a strong N E wind laying off & on
at Honolulu & at 4 P M the capt came
off & fetch of one seaman & steered by the
wind heading S E by E & middle & latter
part strong wind under double reef
topsails & one sail in right so ends

Friday Dec 6 the 1867

commence this day with clear weather
& a strong wind from N by E & steering
by the wind heading S E by E & middle
& latter part fine & at 10 P M double
up the topsails so ends this 24 hours

Fat. 15th 1867 \$ 2 Ton 156.09 700

Off Karakoko Bay

Saturday Dec 7th 1867

commence this day with fine weather & a light air from NW by E steering by the wind heading S E by E & middle latter part fine at 3 P.M. made only 100 & at daylight saw sperm Whales & lowered all the boat for them so ends

Sunday Dec 8th 1867

commence this day with fine weather & a light air from all parts of the compass & still chasing the Whales & at 1 P.M. the B struck & got him & middle & latter part fine & at day light commence cutting & at 7 P.M. finish at 4 A.M. so ends this 24 hours

Monday Dec 9th 1867

commence this day with fine weather & a light breeze from S & steering by the wind on opposite tacks & at 4 P.M. commence boiling & middle & latter part fine & Karakoko bay being ENE distant 10 miles so ends this day

Tuesday Dec 10th 1867

commence this day with fine weather & a light air from all parts of the compass & middle & latter part fine & at 2 P.M. finish boiling & a fresh breeze from N E & steering by the wind heading E S E under all sails so ends this 24 hours

Wednesday Dec 11th 1867

commence this day with fine weather & fresh breeze from N E & steering by the wind heading E S E under all sails middle & latter part thick & raining & a light breeze from S steering by the wind on opposite tacks so ends this day

Bark Amanshough's

Thursday Dec 12 the 1867
commence this day with rainy weather &
a light baffling air from all parts
of the compass & middle & latter part
thick & rainy &c ends this 24 hours

Friday December 13 the 1867
commence this day with fine weather
& a fresh breeze from S E by E steering
by the wind heading S E by W under
all sails & middle & latter part also
the same steering by the wind on
opposite tack as above this day

Saturday Dec 14 the 1867
first part this 24 hours very
a strong wind from S E by S &
steering by the wind heading E
by N under all sails & middle &
latter part usually & rainy & a strong
wind from N W E steering & so ends

Sunday Dec 15 the 1867

commence this day with fair
weather & a strong wind from E NE
steering by the wind heading S
E under whole topsails & middle
& latter part thick & rainy & a light
breeze from E by S steering by the wind
heading N E by N so ends this day

Monday Dec 16 the 1867

first part these 24 hours thick &
rainy & a light breeze from E by S
steering by the wind heading N E
by N under all sails & middle part
clear & a light breeze from S S E
steering by the wind heading E with
last usually so ends this day.

bound to the Marquesas Is

Tuesday Dec 17 the 1868
first part there 24 hours rainy & a
fresh breeze from E by N steering by
the wind heading E by S & middle part
rainy latter part fine & a fresh breeze
from E by S & steering by the wind heading
S by E under all sails so ends this day.

Lat 14.07 N Lon 158 15

Wednesday Dec 18 the 1868

commence this day with fine weather
& a strong wind from E steering by the
wind heading S by E under all sails &
middle & latter part about the
same saw number finbacks so ends

Thursday Dec 19 the 1868

First part of this day squally & a
strong wind from N by E & steering
by the wind heading S by E &
at 3 PM took in the light sail &
at 6 PM at the fly jib & middle
& latter part about the same so ends

Lat 10.24 N Lon 158 15.6 W

Friday Dec 20 the 1868

commence this day with fine weather
& a light breeze from E steering
by the wind heading S by E under
all sail & middle part strong wind
& rainy & at 1 PM took in the light sail
& double reef the topsails so ends

Saturday Dec 21 the 1868

First part these 24 hours fine weather
& a light breeze from S E steering
by the wind heading E by S under
all sail & middle & latter part
fine & a light breeze from W by N
& steering by the wind heading
E so ends this 24 hours

Barki Hawashawis

Sunday Dec 22 the 1867

commence this day with fine weather & a light breeze from NNE & steering by the wind heading ESE under all sails & middle & latter part fine weather so ends this 24 hours

Monday Dec 23 the 1867

commence this day with equally weather & a strong breeze from NNE steering by the wind heading ESE & at 3 pm took in the light sails & middle & latter part thick & raining & at 3 AM double reefed the top sails &c so ends this 24 hours

Tuesday Dec 24 the 1867

First part this day frequent & smalls of rain & a fresh breeze from ENE & steering by the wind heading SSE under all sails & at 6 PM took in the light sails & middle & latter part frequent & smalls of rain & clam

Wednesday Dec 25 the 1867

commence this day with frequent & smalls of rain & a light breeze from E by S & steering by the wind heading S by E under all sails & middle & latter part frequent showers of rain & light airs so ends this 24 hours

Thursday Dec 26 the 1867

First part this day frequent showers of rain & a light breeze from E steering by the wind heading SSE under all sails & middle & latter part fine & at 11 PM clam & at 6 AM light breeze from S by E & steering by the wind heading NNE by E so ends this day

Lat 7.30 N Lon 148.49 W

Bound to the Marquesas

Friday Dec 27 the 1867

Commence this day with fine weather &
a light wind from E by S & steering by
the wind heading S by E under all sails
& at 2 PM saw Schooner & middle part
part frequent spells of rain so ends

Saturday Dec 28 the 1867

Commence this day with frequent spells
of rain & a fresh breeze from E by S
steering by the wind heading S E by S
under all sails middle part mostly &
latter part rain breeze from S S E &
steering by the wind heading S by W so ends

Lat 5° 00' N Lon 144° 20' W

Sunday Dec 29 the 1867

First part this day mostly & a strong
wind from S E by E & steering by the
wind heading S by W & at 6 PM took
ship heading N E by E under whole
topmasts & middle & latter part fine &
a fresh breeze, heading N E by N so ends

Lat 6° 20' N Lon 145° 00' W

Monday Dec 30 the 1867

Commence this day with fine weather
& a light breeze from E steering by
the wind heading N N E under all
sails & middle part frequent spells
of rain latter part about the same so ends

Tuesday Dec 31 the 1867

Commence this day with frequent down
of rain & a light buffling air & under
all sails & middle & latter part mostly
a fresh breeze from N E steering
by the wind heading E S E & at 10 AM
split fly jib in a spell so ends

Lat 6° 26' N Lon 46° 22' W

Bark St. Lawrence

January 1st 1868

Commence this day with frequent
squall of rain & a strong wind
from N & E steering by the wind
heading E & E under all sails &
middle part fine latter part squally
& rainy so ends this 24 hours

Thursday January 2nd 1868
first part this day frequent squalls
and rainy & a fresh breeze from W to
N & E steering by the wind under all
sails & at 6 P.M took in the light sails
& middle & latter part rainy & a
light baffling air so ends this day

Friday January 3rd 1868
commence this day with rainy
weather & a light baffling air &
middle part clam latter part light
air & rainy so ends this day.

Saturday January 4th 1868
first part this day rainy & clam
& middle & latter part light baffling
air & rainy under all sails so ends

Sunday January 5th 1868
first part this day squally & a
strong wind from E & steering by the
wind heading S & E under all sails
& at 6 P.M the wind haul to the S &
E & at 6 P.M heading E & middle
& latter part fine so ends this day

Lat. 3.00 N Lon 144.20 W

Monday January 6th 1868
first part of this day fine weather & a
light haze from S & E steering by the
wind heading S & W under all sails
& middle & latter part fine steering by
the wind heading S & W so ends this day

Boarded To The Marquesas Is

Wednesday January 7 the 1868

First part this day fine weather & a light breeze from S E by E steering by the wind heading S by W under all sail & middle & latter part fine & all hands employed in repairing sails so ends this day

Lat 15 miles N Lon 144.5 E W

Wednesday January 8 the 1868

Commence this day with fine weather & a light breeze from E by S & steering by the wind heading S by E under all sail & middle & latter part fine steering by the wind heading S S E & much employed in repairing sails so ends

Thursday January 9 the 1868
Commence this day with fine weather & a fresh breeze from E by N & steering by the wind heading S E by S under all sail & middle & latter part fine steering by the wind heading S E & all hands employed in repairing sails so ends this day

Friday January 10 the 1868
First part this day fine weather & a fresh breeze from E & steering by the wind heading S S E under all sail & middle & latter part fine & all hands employed in repairing sails so ends

Lat 5.5 S of Lon 142.0 S W

Saturday January 11 the 1868
Commence this day with fine weather & a fresh breeze from E S E steering by the wind heading S E under all sail & middle & latter part fine & much employed in repairing sails so ends this 24 hours

Lat 8.0 S of Lon 141.2 S W

Bark Harpoons

Sunday January 12 the 1868
commence this day with fine weather
& a strong wind from ENE steering
by the wind heading S E under. whole
topsails & middle part fresh breeze
from E heading SSE & latter part
about the same heading S E so ends
Lat 10.12 S Lon 141.00 W

Monday January 13 the 1868
commence this day with fine weather
& a strong wind from E by N &
steering by the wind heading S E
by E under. whole topsails & middle
& latter part fine & a light baffling
wind & steering by the wind on opposite
tack for so ends this 24 hours

Tuesday January 14 the 1868
wind first part this day fine weather
& a light breeze from S E by E &
steering by the wind heading N E
by E under. all sails & middle &
latter part fine & at 6 AM saw a
school sperm Whales & at 10 do lowered
the boats for the whales & the whales
going struck to the windward so ends

Wednesday January 15 the 1868
first part this day fine weather &
a light breeze from ENE & the
boats still chasing the whales & at 2
PM the boats struck three whales one
to the BB & one to the BB & got two
the BB gun drove out & lost the
whale & at 4 PM took the whales to
the ship & at 5 do commence cutting
& at 10 do finish. latter part fine & at
6 AM commence hoisting so ends this day.

Lat 11.18 S Lon 137.33 W

Boarded To The Marquesas Is
Thursday January 16 the 1868
commence this day with fine weather &
a light breeze from N^W E & steering
by the wind heading E under all sails
& middle & latter part fine & much
employed in boating & at daylight saw a sail

Friday January 17 the 1868
first part this day very calm & rain & a
fresh breeze from S E steering by the wind
on opposite tack & at 12 midnight finish
boating latter part frequent squalls
of rain & a light breeze from N by E &
steering by the wind heading N^E 30° end
Lat 1132 S Lon 138⁴ W

Saturday January 18 the 1868
commence this day with frequent
squalls of rain & a light breeze from
N by E & steering by the wind heading
N^E 30° W & at dark took in the
top & fore sails & middle & latter part frequent
squalls of rain & a light baffling
air steering by the wind on opposite tack.

Sunday January 19 the 1868
commence this day with frequent
squalls of rain & a light breeze from
S N C & steering by the wind heading
N^E 30° down in the blubber from 42 tubs
sperm oil & at 2 PM made Magdalena
one of the Marquesas Islands bearing N^E 30° E
distance 35 miles & middle & latter part
about the same steering by the wind on
opposite tack & ends this day.

Monday January 20 the 1868
first part this day fine weather & a
fresh breeze from E by N steering by the
wind heading S E by S & middle & latter
part fine steering by the wind on opposite
tack & ends this day.

Karki Boardwalk's

Tuesday January 21 the 1868
commence this day with fine weather
& a strong wind from E & E & steering
by the wind heading N N E under
double reef topsails & Magdalena
bearing E N E distant 20 miles & middle
part equally. latter part about the
same steering by the wind on opposite
tacks & much employed in making
new block straps saw one sail so ends

Wednesday January 22 the 1868
First part this day fine weather & a
fresh breeze from E by N steering by
the wind heading S E by S & at sunset
double reef the main topsail & took
in the main sail Magdalena bearing
N distant 15 miles & middle part
equally latter part fine steering by
the wind on opposite tacks under double
reef topsails & much employed in making
block straps so ends this 24 hours

Thursday January 23 the 1868
First part this 24 hours fine weather
& a strong wind from N E by E &
steering by the wind heading N by
W under double reef topsails & at
dark haul up the jib sail & middle
& latter part fine steering by the wind
on opposite tacks much employed in
strapping block so ends this day

Friday January 24 the 1868
wind part this day fine weather & a
fresh breeze from E N E & steering by
the wind on opposite tacks & at sunset
took in the light sails & middle &
latter part fine steering by the wind
on opposite tacks so ends this day

Bruising Off Marquesas Islands
Saturday January 25 the 1868
Commence this day with fine weather
a fresh breeze from ESE & at 2 P.M.
We the cap went ashore at Magdalena
& at dark the cap came off again effected
of a boat load fruit & at dark
Magdalena bearing NNE distant 4 miles
& middle & latter part fine & a strong
wind steering by the wind heading S.E.
under a double reef bore Topsail & whale ma-
in & much employed shaping blocks so ends

Sunday January 26 the 1868
First part this day usually & a strong
wind from NE by E & at 4 P.M. were ship
heading N by W under a whole main
Topsail & double reef bore Topsail middle
& latter part frequent squalls & at daylight
saw a bark whaling made all sail to beat
to the windward so ends this day

Monday January 27 the 1868
First part this day frequent squalls
& a fresh breeze from E by N & steering
by the wind on opposite tacks heading
to the windward & at 4 P.M. saw a whale
breach on the weather beam 3 miles off but
did not see the whale again & middle &
latter part usually & a strong wind under
double reef Topsail so ends this day

Tuesday January 28 the 1868
First part this day strong wind from
E by S steering by the wind heading NE by
S under double reef Topsails jib & main
sail & at dark took in the mainail
& middle & latter part usually & steering
by the wind on opposite tacks now
employed in making block traps
so ends this 24 hours

Park Stevashon's

Wednesday January 29 the 1868

commence this day with frequent
squalls & a strong wind from E.
W. E & steering by the wind heading
N under double reef Topsails & middle
& latter part about the same & much
employed in making block straps so ends

Thursday January 30 the 1868

First part this day small & a fresh
breeze from E N E steering by the wind
on opposite tacks under double reefs
Topsails & corves middle & latter part
fine steering by the wind on opposed
tacks so ends this 24 hours

Friday January 31 the 1868

First part this day fine weather & a
fresh breeze from E steering by the
wind heading S S E & at dark took
in the light sails & double reef
the Topsails & middle & latter part largely
steering by the wind on opposite tacks
& three sails in sight so ends this day

Saturday February 1 the 1868

First part this day frequent squalls
& a fresh breeze from E N E steering
various courses & at 3 P.M. hove to by
the wind heading S E & at sunset
double reef the Topsails & took in
the main sail middle & latter part largely
steering by the wind heading N by E so ends

Sunday February 2 the 1868

commence this day with frequent squalls
& a fresh breeze from E by S & at sunset
double reef the Topsails & take in the
main sail & were ship heading S. E
& middle & latter part frequent
squalls steering by the wind on opposite tacks

Cruising Off Marquesas Islands

Wednesday February 3 The 1868

First part this day fine weather & a fresh
breeze from ESE steering by the wind
on opposite tacks & at 3 PM double reefed the
Fore Topsail & at sunset double reefed the
main Topsail & took in the mainsail & middle
& latter part fine steering by the wind on
opposite tacks so ends this 24 hours

Thursday February 4 The 1868

First part this day fine weather & a light
breeze from ENE steering by the wind heading
it under whole Topsails & middle & latter part
fine steering by the wind on opposite tacks so ends

Wednesday February 5 The 1868

First part this day fine weather & a fresh
breeze from N'E by W steering by the wind
heading E by S & at sunset took in the main
sail & double reefed the Topsails & middle
& latter part fresh breeze & steering by
the wind on opposite tacks so ends

Thursday February 6 The 1868

First part this day fine weather & a
fresh breeze from NNE steering by the
wind heading NNE & middle &
latter part fine steering by the wind
on opposite tacks so ends this day

Friday February 7 The 1868

First part this day fine weather &
fresh breeze from NNE steering by the
wind heading NNE at sunset took
in the light sails & mainsail & double
reefed the Topsails & middle & latter
part fine steering by the wind on
opposite tacks & Magdalena bearing
NW distant 20 miles. gave 9 sails
& was unoccupied in fitting rigging so ends

Bark. Amundsen's
Saturday February 8th 1868
commence this day with fine weather
& a fresh breeze from NNE & steering
by the wind on opposite tack so
Magdalena bearing NW $\frac{1}{2}$ N distant 15
miles & middle & latter part fine
steering by the wind on opposite
tacks so ends this 24 hours

Sunday February 9th 1868
commence this day with fine weather
& a fresh breeze from SW E steering
by the wind heading NW & at sunset
took in sail & middle & latter part
fine & a strong wind steering by the
wind on opposite tacks so ends

Monday February 10th 1868
First part this day fine weather &
a strong wind from SW S E steering
by the wind heading E & at sunset
took in sail & Magdalena bearing
N distant 20 miles & middle & latter
part fine steering by the wind on opposite
tacks so ends this 24 hours

Tuesday February 11th 1868
First part this day fine weather & a
fresh breeze from N E & steering by the wind
on opposite tacks & middle & latter
part fine & steering by the wind
on opposite tacks so ends this day

Wednesday February 12th 1868
First part this day fine weather
& a fresh breeze from N E by E & steering
by the wind heading N by W & at
sunset took in sail & middle &
latter part fine steering by the
wind on opposite tacks so ends

Laying of the Magdalena

Thursday February 13 the 1868
commence this day with fine weather & a
fresh breeze from N E by E steering by
the wind heading N by W & at 2 P.M. took
look in sails & middle & latter part fine
steering of the wind on opposite tacks soon

Friday February 14 the 1868
first part of this day fine weather & a
fresh breeze from N W E steering by the
wind heading N W & at 2 P.M. saw a
dead whale & at 4 PM took the whale to
the ship & commence cutting & at 6 PM finish
& middle & latter part fine & at 1 A.M. com-
mence boiling & at 12 noon finish boiling
turn up 45 lbs & ends this 24 hours

Saturday February 15 the 1868
commence this day with fine weather
& a fresh breeze from N W E steering by
the wind heading N W & at sunset it don't
be reef the top-sails & Magdalena bearing
S W of N distant 20 miles & middle
& latter part fine steering by the wind
on opposite tacks so ends this 24 hours

Sunday February 16 the 1868
first part of this day fine weather & a
fresh breeze from N W E steering by the
wind on opposite tacks & at sunset
Magdalena bearing S E distant 10 miles
& middle & latter part fine & at 9 A.M.
came at anchor at Magdalena in 20 fathoms
water & sent one boat ashore on liberty so ends

Monday February 17 the 1868
first part this day fine weather & laying
at Magdalena & middle & latter part fine
the hands employed in coaling
from oil so ends this 24 hours

Bark. Annashaw's

Tuesday February 18th 1868

First part this day fine weather &
a fresh breeze from E & SE laying at
Magdalena & middle & latter part
fine & all hands employed in breaking
out water cask & sent down the main
Top-sail Yard so ends this 24 hours

Wednesday February 19th 1868

First part this day fine weather &
calm laying at Magdalena & middle
& latter part fine one week ashore
& the other week employed in sending
up a new main Top-sail Yard round

Thursday February 20th 1868

First part this 24 hours fine weather
& laying at Magdalena & middle
& latter part fine & all hands
employed in getting water & taking
davit & other outfit so ends this day

Friday February 21th 1868

First part this day fine weather
& laying at Magdalena & middle &
latter part fine & all hands employed
in getting wood so ends this 24 hours

Saturday February 22th 1868

First part this day raining & a fresh
breeze from S & laying at Magdalena
middle & latter part fine & all
hands employed in getting wood so ends

Sunday February 23th 1868

First part this day fine weather
& a light breeze from N laying at
Magdalena & middle & latter part
fine & one week ashore on liberty
so ends this 24 hours

Laying at Magdalena

Monday February 24th 1868
First part this day fine weather
& a light breeze from S E laying
at Magdalena & middle & latter part
fine & all hands employed in getting
wood so ends this day

Tuesday February 25th 1868
First part this day squall & laying
at Magdalena & middle & latter part
fine & all hands employed in getting
wood & water so ends this 24 hours

Wednesday February 26th 1868
First part this day fine weather & a
light baffling breeze & laying at
Magdalena & middle & latter part
fine & all hands employed in getting
wood & water so ends this 24 hours

Thursday February 27th 1868
First part this day fine weather &
a fresh breeze from N E & laying at
Magdalena & middle latter part fine
the wash a shore & the other wash
a smoking ship & other old & decays

Friday February 28th 1868
First part this day fine weather & a
light baffling air & laying at Magdalena
& middle & latter part fine & one
wash ashore so ends this day

Saturday February 29th 1868
First part this day fine weather &
a light breeze from E & laying
at Magdalena & middle & latter
part fine & at 8 AM took the
aneroid & went to sea cleared up
so ends this 24 hours

Bark Harkbankis

Sunday March 1st 1868
First part this day fine weather & a brisk breeze from N E by E & steering N W by W & middle & latter part fine so ends this day

Monday March 2nd 1868

First part this day fine & a fresh wind from S E by E steering S S W & at 6 P.M. took in the light sails & middle & latter part fine steering by the wind heading N E by E so ends

Tuesday March 3rd 1868

First part this day fine weather & a brisk breeze from E by N steering by the wind heading N E by E & at dark took in the light sails & middle & latter part fine steering by the wind heading N by E so ends this 24 hours

Lat 5.00 S Lon 141.06 W

Wednesday March 4th 1868

First part this day fine weather & a fresh wind from N E by E & steering by the wind heading N W by W under whole Topsails & middle & latter part fine & steering N W by E & watch employed in filling riggers so ends

Lat 3.00 S Lon 141.13 W

Thursday March 5th 1868

Commence this day with fine weather & a strong wind from E steering N by E under whole Topsails & middle & latter part fine so a strong wind steering at watch employed in filling riggers so ends

Lat 3.8 miles S Lon 141.09 W

Boreward to the Sandwicks

Friday March 6 the 1868

Commence this day with fine weather & a strong wind from E steering S by E at 6 PM sat main top gallant sail & middle & latter part fine & a strong wind so ends

Lat 2.32 N Lon 141.45 W

Saturday March 7 the 1868

First part this day fine weather & a strong wind from E steering S by W off under all sails & middle & latter part fine & each employed in rattling down & reeving new laniards to the main riggin so ends this 24 hours

Lat 5.28 N Lon 142.19 W

Sunday March 8 the 1868

First part this day fine weather & a fresh breeze from E steering N by W off under all sails & middle & latter part calm so ends this 24 hours

Monday March 9 the 1868

First part this day fine & calm & off & on raining & a light breeze from N by E steering by the wind heading SW by W off under all sails & middle & latter part fine & calm & at 11 AM drizzling & raining so ends this 24 hours

Tuesday March 10 the 1868

First part this day squally & raining & a fresh breeze from E steering N by W off under all sails & middle & latter part rainy & light wind so ends this day

Wednesday March 11 the 1868

First part this day raining & a calm & under all sails & middle part rainy latter part fine & a fresh breeze from E N by W steering N by W off under all sails so ends this day

Lat 7.46 N Lon 142.54 W

Bark. Starwander

Thursday March 12 A.D. 1868

First part this 24 hours frequent
squalls of rain & a light breeze
from N.E. by S. & steering by the
wind heading N.W. by S. under all
sails & middle & latter part fresh
breeze & squally so ends this day.

Friday March 13 A.D. 1868

First part fresh wind & squally
& a from N.E. steering N.W. under
whole topsails & middle & latter
part strong wind & at 4 P.M. double
reef'd the fore topsail so ends

Lat. 13.34 N^o Lon. 146.25 W^o

Saturday March 14 A.D. 1868

First part this day thick weather
& a strong wind from N.E. steering N.
W. under a double reef fore topsail
& a single reef main topsail & middle
& latter part strong wind & squally
with rain so ends this 24 hours

Sunday March 15 A.D. 1868

First part this day squally &
a strong wind from N.E. steering
N.W. under double reef topsails
& corsets & fore & middle & latter part
about the same so ends this day.

Lat 14.54 N^o Lon 150.25 W^o

Monday March 16 A.D. 1868

commence this day with frequent
squalls of rain & a strong wind
from N.E. steering N.W. under double
reef topsails & corsets & fore & middle
& latter part thick & rainy & a
strong wind from N.W. & at 9
A.M. close reef the fore topsails & took
in the corsets so ends this day.

Laying Off & On at Orophkee

Wednesday March 17th 1868
commence this day with thick rain &
weather & a strong wind from N^E
& steering by the wind on opposite
sides & at 4 PM more moderate sat the
fore sail heading N^W W^E middle &
latter part fine & at daylight keep
of N^W by W^E sat all sails so ends

Fat 2024 N Lon 153.25 W

Wednesday March 18th 1868
First part this day fine weather
& a light breeze from E S^E & steering
W^E & S under all sails & middle &
latter part fine & at 6 AM made the
Island of Orophkee bearing W S^W
distance 30 miles so ends this day

Thursday March 19th 1868
First part this day fine weather &
a fresh breeze from N^E & steering in
for the land orphkee & at 4 PM
took the anchors of the bark & at
dark Kamaikae bearing S E by S distance
8 miles & light air from E S^E & middle
& latter part fresh gale & laying off &
on at Kamaikae so ends this 24 hours

Friday March 20th 1868
First part this day a fresh gale from
N^E & laying off & on at Kamaikae
& middle & latter part about the same
& the bark B Summings & ship Europa
air laying off & on hear waiting for good weather

Saturday March 21th 1868
First part this day a fresh gale from
E N^E & laying off & on at Kamaikae
& at 5 PM took in fore topail & laying
off under a close reef main topail & middle
& latter part fresh gale & at 7 PM took

Sark. At 10 a.m. hoisted
in main topsail & at 10 desat the
main top-sails & turn up the lower
boat & waist boat & laying to on
opposite tack so ends this 24 hours

Sunday March 22 the 1868
First part this 24 hours a fresh gale
from N'E & laying to under a close-
reef main topsail & at 7 p.m. were ship
heading N'W'W' & middle part fresh
gale latter latter part more moderate
& at 7 A.M. sat the fore-sail & at 10 d.
sat a close-reef fore topsail & main
sail & so ends this 24 hours

Monday March 23 the 1868
First part this day strong wind from
E N E steering by the wind heading
W under double reef topsails & courses
& gale & at 6 P.M. turn the reefs out of
the topsails & middle & latter part
fine & at daylight saw Oahu
bearing N'W' off distant 20 miles so ends

Tuesday March 24 the 1868
First part this day fine weather &
a light breeze from N & at 18 M
the captain went on shore at Oahu
& middle & latter part strong wind
and laying off & on at calm & at 12
noon com at anchor of the reef at calm
in 14 fathoms water & stuck up 60 fathoms
cold so ends this 24 hours

Wednesday March 25 the 1868
First part this day fine weather & a
strong wind from N E laying at anchor
of calm reef & middle & latter part
about the same sent ashore 87 lbs from
it so ends this 24 hours received on board
19 empty casks

Laying out anchor off London
Thursday March 26 the 1868

First part this day fine weather & a
strong wind from N E laying at oakie &
middle & latter part about the same
& at 11 AM received from ashore one whale
boat so ends this 24 hours

Friday March 27 the 1868

First part this day fine weather & a
strong wind from N E laying at oakie
& at 2 PM received on board 6 cask bread
& one cask of slops & three cask socks &
cads & three bundles shooks & one seaman
& middle & latter part fine & at 7 AM
received on board 12 bundles shooks
& one seaman so ends this 24 hours

Saturday March 28 the 1868

commence this day with fine weather
& a strong wind from N E & laying
at oakie & middle & latter part fine
& all hands employed ship duty so end

Sunday March 29 the 1868

First part this day fine weather &
a strong wind from N E & laying at
oakie & at 5 PM took the anchor &
steering by the wind heading S E under
double reef topsails & courses & fill &
middle part strong wind latter
part calm so ends this 24 hours

Monday March 30 the 1868

First part this day fine & calm
& middle part calm latter part
fresh breeze from E N E & steering by
the wind heading S E under all sail
& much employed ship duty so ends

Clark's Avashank's

Tuesday March 30th 1868

First part this day fine weather & a
light breeze from N E by E steering
by the wind heading S E by E under
all sails & mid. & last part
P.M. & each employed ship duty sounds

Wednesday ~~March 31~~ ^{April 1st} 1868

First part this day fine weather & a
fresh breeze from N E by E & steering
by the wind heading E under all sails
& at 4 P.M. Corkyree bearing N distant
35 miles & middle & latter part
fine & steering by the wind on opposite
tack saw one sail so ends this day

Thursday April 2nd 1868

First part this day fine weather &
a strong wind from N E steering
by the wind heading E & a D. & double
 reef the fore-top sail & middle part
 strong wind steering by the wind on opposite
 tack latter part fine steering by the
 wind in for Corkyree so ends

Friday April 3rd 1868

First part this day fine weather
& a light breeze from S W &
at 2 P.M. the capt went on shore
at Kamaikae for supplies & at 6 P.M.
the boats came off & at 7 P.M. ship
of W by N under all sails & middle
& latter part fine & light breeze so ends

Saturday April 4th 1868

First part this day fine weather
& a fresh breeze from N W by N steering
by the wind heading N under all sails
middle & latter part fine & steering
by the wind heading W S by N so ends
this 24 hours

Sailed To The Arctic Ocean

Munday April 5th 1868

First part this day fine weather & a strong wind from NW E steering by the wind & at 6 P.M. keep of W.W. under a double reef Fore Topsail & a whole main Topsail & the W end of Taffy bearing WNW at dark & middle & latter part strong wind & at 9 P.M turn the reefs out & more Topsail & sail the full sail so ends this 24 hours

Tuesday April 6th 1868

First part this day fine weather & a strong breeze from NW E steering by the wind heading N.W & at 6 A.M. took in the light sails & at 9 A.M. keep of W.W. & middle & latter part fine & all hands employed in repairing Fore Topsail so ends this day

Lat 23.5° 2' N Lon 163 13 W

Wednesday April 7th 1868

First part this day fine weather & a fresh breeze from N.E steering W.W. under all sails & middle & latter part fine & watch employed ship duty

Lat 24.29 N Lon 165 29 W

Wednesday April 8th 1868

First part this day fine weather & a fresh breeze from N.W E steering W.W. by W under all sails & middle & latter part fine so ends this 24 hours

Lat 25.48 N Lon 167.21 W

Thursday April 9th 1868

First part this day fine weather & a light haze from NW E steering by the wind heading S.W under all sails & middle & latter part light air steering S.W so ends this 24 hours

Lat 26.22 N Lon 167.52 W

Bark Arrowhead

Friday April 10 the 1868

first part this day fine weather & a light air from N^E steering W^W under all sails & middle & latter part fine & a fresh breeze from S^E steering N^W & watch employed ship duly so ends

Saturday April 11 the 1868

first part this day fine weather & a fresh breeze from S^W steering N^W under all sails & middle. First part latter part shifting to a F 10 AM the fore Topsail sheet furlled & sprit fore Topsail do. The wind haul'd to the S^W & took in fore Topsail & main sail & close-reefed the main Topsail & reefed the fore sail so ends

Sunday April 12 the 1868

first part this day thick & rainy & a fresh breeze from N^W steering by the wind. Heading W^W S^W & at 1 P.M sent down fore Topsail & a 4 P.M sent up another fore Topsail middle & latter part fine & a fresh breeze from N^E W^W steering by the wind heading W^W N^E so ends this day.

Monday April 13 the 1868

First part this day squall & a strong wind from N^E steering by the wind. Heading W^W S^W & at 2 P.M double-reef the Topsails & at 5 do look in the jib & middle & latter part strong wind & clear weather under double-reef Topsails so ends

Lat 30.21 N Lon 172.22 W

Bound To The Arctic Ocean

Tuesday April 14 the 1868
First part this day clear weather & a
strong wind from NNE steering by the
wind heading NW under double reef
topsails & corves & middle & latter part fine
& a fresh wind from NNE steering by the
wind heading NW under all sails so ends

Wednesday April 15 the 1868
First part this day fine weather & a
light air from NNE steering by the wind
heading NW under all sails & middle &
latter part fine & a light breeze
from E steering N by E so ends

Latt 32.23 N Lon 173.30 W
First part this day fine weather & a
fresh breeze from SW steering N by
W under all sails & middle & latter
part fine & a fresh breeze from NE
by E & much employed ship duty so ends

Latt 34.15 N Lon 172.46 W
First part this day.

Thursday April 17 the 1868
First part this day fine weather
& a fresh breeze from N by W
steering by the wind heading NW under
whole topsails & middle & latter
part light baffling airs so ends this day

Friday April 18 the 1868
First part this day fine weather
& a light baffling airs steering by the
wind to the North & West under all
sails & middle & latter part fine & light baf-
fling airs & steering N by E under all
sails same number fine airs & much
employed in refloating the spanker
& other ditto so ends this 24 hours

Latt 35.10 N Lon 173.10 W

April 16

Park Harbottle's

Sunday April 19 the 1868

First part this day thick & rainy
& a fresh breeze from SSW steering
by W under all sails & at 6 PM
took in fore topgallant sail & double
reefed the fore topsail & middle &
latter part thick & rainy & a fresh
breeze & at 11 AM the wind hauled
to the N^W more & high heading NW
& fine weather so ends this 24 hours

Monday April 20 the 1868

First part this day fine weather
& a light breeze from N^E steering
by the wind heading NW & under all
sails - middle part light breeze
from S^W steering W by N & latter part
less wind & a fresh breeze from W N^W
steering by the wind heading N so ends

Lat 38.36 N Lon 173.15 W

Tuesday April 21 the 1868

First part this day squally & a
fresh breeze from W by S steering N
by E under all sails & middle
& latter part squally & a strong wind
from W & steering by the wind heading
N W E under whole topsail so ends

Lat 40.46 N Lon 172.46 W

Wednesday April 22 the 1868

First part this day squally & a
fresh breeze from W by S steering N by E
the wind heading N W E under a
little reef fore topsail & whole
main topsail & courses file & middle
& latter part squally & at 11 PM
the wind hauled to the N W by S &
more wind heading W by S under double
reef topsails so ends this 24 hours

Bound to the Arctic because
Thursday April 23 the 1868
First part this day fresh breeze
from N' W' N steering by the wind
heading W by S under double reefs
Topsails & at 10 AM went down the
main sail to repair middle part fine
tiller part about the & a fresh breeze
from E steering N by W so ends this day

Friday April 24 the 1868
First part this day fine weather & a
fresh breeze from S E steering N by W
under all sails & at 7 PM took in the
main sail & middle part fine h. wind
& under n. w. le Topsails latter part
fresh gale & at 9 AM double reefs the
Topsails & at 11 AM took in mainsail
steering N by W so ends this 24 hours

Saturday April 25 the 1868
First part this day thick & rainy
& a fresh gale from S E steering N
by W under a close reef fore Topsail
& double reef main Topsail & fore sail
middle part fresh gale latter part
more moderate & at 6 AM took in the rain
out of the Topsails & at 7 PM took in the
main Top Gallant & sail so ends

Sunday April 26 the 1868
First part this 24 hours fine weather
& a light wind from the South
steering N by W under all sails
& at 4 PM took in the bow boat
& middle part fine & a light breeze
from S S E latter part thick fog
& clam so ends this 24 hours

Bark *Aurora banks*

Monday April 27 Mo 1868

First part this day thick fog & a slight drizzling wind & steering by the wind an opposite tack & middle part fine latter part fresh wind from SSW steering N by W under all sails so ends this 24 hours

Lat 30.100 N Lon 178.08 W

Tuesday April 28 Mo 1868

First part this day haze & a fresh gale from South steering N & at 4 PM luff up NW & under all sails & at 7 PM took in the light sails out & at 8 do close reef the topsails & took in the courses & luff to by the wind heading ESE & middle & latter part thick fog & a moderate gale laping to under a close reef main topsail so ends this 24 hours

Wednesday April 29 Mo 1868

First part this day thick fog, & a moderate gale from SSW & laping to heading S & at 2 PM the wind haul to the WSW & more ship & made sail & steered NW by clear weather under all sails, & at 6 PM took in the light sails & middle part fresh breeze & at 1 AM had one of the Fox Islands bearing NE distant 6 miles & more ship latter part strong wind & at 10 AM double reefed the topsails & at 11 took in the jib so ends this day

Thursday April 30 Mo 1868

First part this day strong wind from WSW steering N by W under a close reef fore topsail & a double reef main topsail & foresail & middle part a fresh

Rammed to the Arctic Ocean
gale & laying to under a close reef
main. Topsail latter part nor moderate
& at 9 A.M. sat a close reef fore Topsail &
spanker so ends this 24 hours.

Lat 54° 34' N Lon 172.00 W

Friday May 1st 1868

First part this day a strong wind
from WSW & at 1 P.M. sat the Foresail
& at 2 do sat the mainsail & turn one
reef out of the main Topsail & at 6
do light wind from SSW steering N
W & turn the reefs out of the Topsails
& sat the main Tops Gallantsail fine
weather & middle & latter part thick
& rainy & at 10 A.M. took in the light
sails & double reefed the Topsails so ends

Saturday May 2nd 1868

Commence this day with thick fog
& rainy & a strong wind from SW
by S steering N by E under close reef
Topsails & a reef Foresail & middle
& latter part thick snow storm
& a moderate gale from SW by WP
& steering by the wind heading NE
by E under close reef Topsails so ends

Sunday May 3rd 1868

Commence this day with a snow
storm & a moderate gale from N
by W steering by the wind heading
N by E under close reef Topsails
& a reef Foresail & at 6 sat took
in the Fore Topsail & middle part
nor moderate & clear latter part
fresh wind from NW by N & heading
NE by N & at 5 P.M. sat Foresail
& at 6 do sat the fish & spanker & at
7 do turn the reefs out of the Topsails
& sat the main sail so ends this day

Bark Alashan

Monday May 4th 1868

First part of this day fine weather
a fresh breeze from N W steering
by the wind heading N W E & under all
sails & middle & latter part thick
& rainy & a strong wind from S E
steering N W so ends this 24 hours

Tuesday May 5th 1868

First part this day thick & rainy
& a strong wind from S & steering
N W at three PM took in the light
sails & at 4 PM saw ice & luff up N
N W & middle & latter part fine & at
2 AM the wind haul to the W S W
heading N W so ends this day

Lat 59° 48' N Lon 143° 30' W

Wednesday May 6th 1868

First part this day fine weather
& a light breeze from W S W &
steering by the wind heading N W S
& at 5 PM suddenly took in the light
sails & double reef the topsails & at 8 PM
made the ice & do back ship heading
S E & middle part fine latter part
a gale & a thick snow storm from
the E & laying to under bare poles
Mansur Broom slip & suspend himself
very bad so ends this 24 hours

Thursday May 7th 1868

Commence this day with a thick snow
storm & a strong gale from W laying to
under bare poles heading S S W & at
5 PM more moderate & at 8 PM do
the main topsails close reefed &
middle & latter part fine & at 10 PM
rain & at 6 AM light air from E steering
W S W so ends Lat 59° 48' N Lon 143° 30' W

trailing in the sound for sea

Saturday May 8th 1868

commence this day with a thick snow
storm & a strong wind from SSW &
steering W by N under all sails & at 6
P.M. took in the light sails & double
reef the fore topsail & at 8 P.M. double
reef the main topsail middle part
clam latter part fresh gale from
ESE steering NW by N & at 11 A.M.
tore in the fore topsail & foresail
a thick snow storm so ends this 24 hours

Lat 60.40 N Lon 179.40 W

Saturday May 9th 1868

commence this day with a thick
snow storm & a fresh gale from
NE steering NW by N & at 4 P.M. more
moderate & clear & left to by the
wind heading NW by N under a close
reef main topsail & reef foresail middle
part strong wind latter part more
moderate & at 11 A.M. sat all sails up

Lat 61.28 N Lon 178 10 E

Sunday May 10th 1868

commence this day with fine weather
& a clam & at 3 P.M. light airs from
W steering N to E under all sails & at
4 P.M. made cap Mararin bearing N distant
25 miles & at 6 P.M. saw 4 sail & plenty
of ice & at 10 P.M. awoke ship & gear
up of men halford latter part
thick snow storm took in the light
sails & laying with the head yards aback
& a daylight saw 37 sail so ends

Park Avashanks

Monday May 11 the 1868

commence this day with a thick snow storm & a strong wind from N'E & laying aback on opposite tacks & at 6 PM double reef the Topsails & middle & latter part clear & at 8 AM turn the reefs out of the Topsails & cut the light sails so ends

Tuesday May 12 the 1868

commence this day with fine weather & a fresh wind from N'E steering by the wind on opposite tacks among the ice & cape Navarin being N'E by E distant 15 miles & middle & latter part fine & steering by the wind on opposite tacks so ends

Wednesday May 13 the 1868

First part this day fine weather & a calm & at 8 PM cape Navarin being N'E distant 20 miles & middle & latter part fine weather & a light baffling air from all parts off the compass so ends this 24 hours

Thursday May 14 the 1868

First part this day fine weather & a light baffling air from all parts of the compass & middle & latter part fine & a light air from N. steering by the wind on opposite tack among the ice so ends this day

Friday May 15 the 1868

First part this day fine weather & a light air from N'E laying aback among the ice on opposite tack & cap Navarin being N by E distant 25 miles & middle & latter part about the same so ends

Cruising in the Amadre Bear

Saturday May 16 the 1868
commence this day wind light airs
from N & E & laying with the head
gards aback amongst the ice & fine
weather cape Navarin bearing N distant
2.0 miles & middle & latter part fine
& steering by the wind on opposite side
30 sail in sight so ends this 24 hours

Sunday May 17 the 1868
commence this day with fine weather
& a light breeze from N E steering by
the wind heading NW W & at 2 PM the
wind came into the S E & E heading N
& working through the ice 31 sails in
sight & middle & latter part fine steering
N E & at 10 AM saw a bowhead & lowered
two boats far him at 12 noon the last
boat got to the ship had ^{to} haul the
boat off the ice so ends this day.

Monday May 18 the 1868
First part this day fine weather
& a light breeze from the South &
laying with all the sails down
stuck fast in the ice & 30 sails in sight
all stuck fast in the ice cape Thadu
bearing W W off distant 15 miles & middle
& latter part fine & a light breeze
from the S W so ends this day.

Tuesday May 19 the 1868
First part this day fine weather
& a light breeze from E S E & stuck in
the ice saw 33 sails & middle & latter
part thick & snowing to a light
air from N E so ends this 24 hours

Bark Avonbank's
Wednesday May 20th 1868

commence this day with thick weather
& a light breeze from E N E & laying
block up in the ice & 2 sails in sight
& middle & latter part clear & a bright
the same so ends this 24 hours

Thursday May 21th 1868
commence this day with fine weather
& a light breeze from N E laying
block up in the ice & middle &
latter part light air from S E &
fine weather so ends this 24 hours

Friday May 22th 1868

First part this day fine weather
& a light breeze from S E laying
block up in the ice & middle &
latter part light from S W & fine
weather & 40 sails in sight so ends

Lat 63.38 N Lon 179.10 W

Saturday May 23th 1868

First part this day fine weather &
a light breeze from S E by S & laying
block up the ice & at 10 AM got the
jibs & fore Top rail & staysails could
not start the ship & middle & latter
part strong wind & at 8 PM took in
fore Top rail & fore sail so ends this day

Lat 63.54 N Lon 178.52 W

Sunday May 24th 1868

commence this day with fine weather
& a fresh breeze S S W laying block
up in the ice & middle & latter part
strong wind & at 12 midnight got
the jib on & C & said all sail
preparing the ship through the ice
31 sails in sight so ends this day

Block'd Up in the Ice

Monday May 25 the 1868

Commence this day with fine weather & a fresh breeze from WSW & steering NNE pressing the ship through the ice & middle & latter part fine & a light breeze from S & steering to the East & North so ends this day.

Tuesday May 26 the 1868

Commence this day with fine weather & a light breeze from S steering to the North & Eastward pressing the ship through the ice & middle & latter part fine & steering by the wind to the North & East & am three sails hoisting

Lat 64.07 N Lon 177.22 W

Wednesday May 27 the 1868

Commence this day with fine weather & a light breeze from E steering E. the wind heading NW & at 6 P.M. the ship got stuck & took in the light sails & middle & latter part thick & frequent swirls of snow laying block up in the ice so ends this 24 hours

Thursday May 28 the 1868

Commence this day with a snowstorm & a fresh breeze from ESE laying block up in the ice & am 42 sails & middle & latter part about the same & at 10 P.M. took in all the sails so ends this day

Friday May 29 the 1868

Commence this day with a thick snowstorm & a strong wind from the North by E & heading SSW laying block up in the ice with all sail in middle part a moderate gale latter part more moderate & at 8 A.M. sat the upper sails ready to man

Bark Humpback

Saturday May 30 the 1868

First part this day fine weather & a
fresh wind from N N W steering various
courses steering to the Eastward under
small reef topsails & at 7 PM saw a bowhead
& lowered three boats for him without
success & middle & latter part clam
& saw number ships whaling so ends

Sunday May 31 the 1868

Commence this day with fine weather
& a light breeze from the south
steering by the wind on opposite
tacks in the ice & at 8 PM saw a
bowhead & lowered two boats for him
did not get far & middle & latter
part fine so ends this 24 hours

Monday June 1 the 1868

Commence this day with fine weather
& a strong wind from W N W steering
various courses among the ice & at 7
PM saw a bowhead going quick &
lowered two boats for him without
success & middle & latter part fine
laying aback in the ice so ends

Tuesday June 2 the 1868

Commence this day with fine weather
& a fresh breeze from W laying aback
on opposite tacks among the ice & a 2
PM saw a bowhead & lowered three boats
for him without success & middle & latter
part fine & light airs from S W laying
aback in the ice & saw number bowheads
going quick to the N E so ends this
day

Sailing in the Amalga Sea
Wednesday June 3 the 1868
commence this day with fine weather
& clear air in the ice & middle
& latter heard strong wind from E
& steering by the wind heading N by E
at 7 AM made the land bearing N distant
40 miles so ends this 24 hours

Thursday June 4 the 1868
commence this day with a fresh gale
from E steering by the wind on opposite
tack under a close reef main topsail
& at 10 AM took in the main topsail middle
part more moderate latter part fresh wind
from E S E & at 4 AM sat main topsail &
at no rate bore topsail so ends this 24 hours

Friday June 5 the 1868
first part this day thick weather & a fresh
breeze from E S E steering by the wind heading
N by E among the ice & at 3 PM came up to
the thick ice wore ship & at 2 PM saw the land
bearing N W to N by E distant 25 miles & middle
& latter part thick snow storm & light
blowing wind & at 10 AM clear so end.

Saturday June 6 the 1868
first part this day thick & rainy &
a light breeze from E N E laying a
back on opposite tacks in the ice &
& middle & latter part thick snow storm
& a fresh wind under double reef topsails
laying a back in the ice so ends this day

Sunday June 7 the 1868
first part this day thick snow storm
& a fresh wind from E steering by the
wind on opposite tacks in the ice & middle
& latter part foggy & a fresh breeze
from E N E laying a back on opposite
tacks so ends this 24 hours

Bark Amherstovia

Monday June 5 the 1868

First part this day clear & a light breeze from NW & laying about in the ice & the land bearing NW distant 25 miles saw 5 ships black up in the ice & middle part fine latter part foggy & laying about in the ice so ends Tuesday June 6 the 1868

First part this day thick fog & a light breeze from ENE & laying about in the ice on opposite tacks & middle part clear so ends

Fri 64.50 N

Wednesday June 7 the 1868
commence this day with thick fog & a light breeze from WSW W steering ENE running & at 8 PM clear saw the land bearing bearing SW distant 15 miles & middle & latter part fine & cape Berry bearing N by W distant 10 miles so ends this 24 hours

Thursday June 8 the 1868
commence this day with thick fog & a light breeze from ENE & laying with the head yards about in the ice & middle & latter part thick fog laying with the head yards about so ends

Friday June 12 the 1868
commence this day with a thick fog laying with the head yards a back & a light breeze from E middle part foggy & clear latter part fine & a light breeze from W steering W under all sail so saw 16 sails

Laying at Emma Harbor

Saturday June 13rd 1865

First part this day fine weather
or light airs from W. steering E by
S under all sails & at 7 PM the land
bearing E by N to W 90° & the nearest
land being 3 miles off & middle & latter part
thick weather & a light breeze from the SSW
altering of the wind on opposit tack so ends

Sunday June 14th 1865

First part this day thick weather & a
light airs from W & at 4 PM came
at anchor at Emma Harbor in 20 fathoms
water & struck 45 fathoms chaine & middle
& latter part fine so ends this 24 hours

Monday June 15th 1865

First part this day fine weather & a
clam laying at Emma Harbor & middle
& latter part fine & clam so ends

Tuesday June 16th 1865

First part this day fine weather & a
light breeze from the South & laying
at Emma Harbor & middle & latter part
thick fog & clam so ends this 24 hours

Wednesday June 17th 1865

First part this day thick fog & a
clam laying at Emma Harbor & at 4
clear & a fresh breeze from SSW &
middle & latter part fine so ends this day

Thursday June 18th 1865

First part this day fine weather & a
light South wind laying at Emma
Harbor & at 1 PM lowered three boats
& went on a cruise for whales & middle
& latter part fine so ends this 24 hours

Bark Harshbarger

Friday June 18 the 1868

First part this day fine weather &
a light baffling air & laying at
Emma Harbor & middle part thick
& raining latter part fine & at 8 AM
took the anchor & commence touring
with 4 boats & at 10 AM came at anchor
again so ends this 24 hours

Saturday June 20 the 1868

First part this day fine weather
& a calm laying at anchor & at 2
PM light air from E & took the
anchor headed of shore & at 6 calm
& came at anchor again & middle part
calm latter part light breeze from
East & at 4 PM took the anchor &
steered NW by N so ends this 24 hours

Sunday June 21 the 1868

First part this day fine weather &
a light breeze from E steering NW
by W under all sails & middle &
latter part fine steering by the wind
on opposite tacks so ends this 24 hours

Monday June 22 the 1868

First part this day fine weather
& a fresh breeze from E & steering
various courses & the land in sight
& about 50 miles off & middle & latter
part fine so ends this 24 hours

Tuesday June 23 the 1868

First part this day fine weather &
a fresh breeze from E steering by the
wind on opposite tacks & cape Kering
Kering N by W distant 15 miles & middle
& latter part fine & a fresh breeze from
the N & steering in the wind heading
E & S under all sails so ends

Cruising in the Andays Sea
Wednesday June 24 the 1868
commence this day with fine weather &
& a fresh breeze from North & steering
of the wind on opposite tacks & middle
& latter part & a fresh gale under a close
reef main topsail so ends this day

Thursday June 25 the 1868
First part this day a fresh gale from
the N & laying to under a close reef main
topsail on opposite tack & at 7 P.M. came
Harbor bearing N $\frac{1}{2}$ W distant 15 miles &
middle & latter part more moderate &
at 8 A.M. cast a close reef fore topsail & at 10
do turn the reefs out of the topsails & set
the light sails & keep of WSWW so ends

Friday June 26 the 1868
First part this 24 hours fine weather
& a light breeze from ESE steering W
NW distant 15 miles & all sails running down the
land & middle & latter part fine & at 8 A
M. came up to the sea & left to by the wind
of cape Atchen so ends this day

Saturday Jt^h 27 the 1868
First part this day fine weather & a
fresh breeze from the SW steering by the wind
on opposite tacks & cape Atchen bearing
NW distant 15 miles & at 7 P.M. raining & middle
& latter part strong wind & raining under
double reef topsails so ends this 24 hours

Sunday June 28 the 1868
First part this day thick & rainy & a
strong wind from the E steering by the
wind on opposite tacks under whole topsails
& cape Bering bearing N $\frac{1}{2}$ W distant 15
miles & middle & latter part thick &
& at 10 A.M. more moderate & set the light
sails so ends this 24 hours

Bark. H. W. Shanks

Monday June 29 the 1868

First part this day thick weather
a fresh breeze from E & E steering
by the wind on opposite tacks under
all sails & middle part clam latter
part light breeze from E & E steering
by the wind heading N & E so ends

Tuesday June 30 the 1868

commence this day with fresh breeze
from E & E & steering by the wind
on opposite tacks & Emma Parker
bearing NW & distant 15 miles & middle
part foggy & latter part rainy
& a strong wind from NW & steering
by the wind on opposite tacks so ends

Wednesday July 1 the 1868

First part this day thick &
rainy & a fresh breeze from NE
& steering by the wind heading N
NW & under double reef topsails &
at 4 PM saw the land bearing NW
distant 2 miles & at 6 PM turn the
reps out of the main topsails &
set the jib & fly jib & middle &
in the part foggy & clam so ends

Thursday July 2 the 1868

First part this day foggy & a light
breeze from E & steering on under
all sails & middle & latter part thick
fog laying with the top topsails aback
on opposite tacks so ends this 24 hours

Friday July 3 the 1868

First part this day foggy & light air
from N & at 3 PM clear & saw the
land bearing NW & distant 15 miles
steering by the wind on opposite tacks &
middle & latter part thin steering by the wind
on opposite tacks so ends this 24 hours

Bounced through into the Arctic

Saturday July 4 A.D. 1868

First part this day strong winds from
N & thick weather steering by the wind
heading N by N & E N E the land in sight
& middle & latter part fine & steering
by the wind on opposite tacks so ends

Sunday July 5 A.D. 1868

First part this day thick & squally
& a strong wind from N N W steering
by the wind on opposite tacks & at
1 P.M. double reef the Topsails & took in
the jib & mainsail & at 6 do reef the jib
again & middle & latter part strong
wind & under double reef main Topsail
& a close reef fore Topsail & at 11 A.M.
more moderate reef the fore sail so ends

Monday July 6 A.D. 1868

Commence this day with thick
weather & a strong wind from N
N W steering by the wind heading
N E & at 3 P.M. light baffling air
reef all sails & at 6 P.M. Cape East
bearing N N W distant 18 miles three
sails in sight & middle & latter
part foggy & a strong wind from
W N W steering by the wind heading
N by W & north so ends this 24 hours

Tuesday July 7 A.D. 1868

Commence this day with thick
weather & a strong wind from W
N W under double reef topsails & cases
& at 1 P.M. turn the reef part of the
main Topsail & middle & latter part
foggy & at 10 A.M. reef of W N W
under all sails so ends this 24 hours

Bark Starwander
Wednesday July 8th 1868

First part this day fine weather
& a light breeze from S E & steering
by the wind on opposite tacks &
middle & latter part fine & at 10
A M saw a dead devil fish & lowered
down & took him to the ship & commenced
cutting so ends this day

Thursday July 9th 1868
First part this day fine weather
& a light breeze from S E & at
2 P M finish cutting & keep of N
W by W & middle & latter part fine
steering N W & at 5 P M saw a number
Devil fish & lowered 2 boats from them
without success so ends this 24 hours

Friday July 10th 1868
First part this day foggy &
steering N W & at 2 P M came up
to the ice & left to left the wind
heading S & middle & latter part
fine & at 8 A M keep of N W so ends

Saturday July 11th 1868
First part this day fine weather
& a fresh breeze from S E & E
steering N W by S along the ice & middle
& latter part fine steering by the wind
on opposite tacks so ends this 24 hours

Sunday July 12th 1868
First part this 24 hours thick weather
& a strong wind from N S W steering
by the wind on opposite tacks under
double reef topsails middle part
foggy steering by the wind heading
S by W & latter part clear & sad
all day so ends this 24 hours

Cruising in the Arctic Ocean

Monday July 13 the 1868
First part this 24 hours thick &
rainy & a fresh breeze from the E steering
by the wind on opposite tacks & middle
& latter part strong wind & under double
reef Topsails & courses no ends this 24 hours

Tuesday July 14 the 1868

First part this day a strong wind
from E steering by the wind on oppo-
site tacks & under double reefs Topsails &
at 4 PM more moderate & all sails
& at 7 PM calm & at 10 PM light breeze
from S steering E SE & latter part fine
& sun & Gails no ends this 24 hours

Wednesday July 15 the 1868

Commerce this day with fine weather
& a fresh breeze from NW steering by
the wind heading WSW & the land
in sight bearing ESE distant 20 miles
& at 1 PM lowered three boats for a
Devil Fish & the bow Boat struck
one & one of the men jumped out of the
boat & had to cut line lost 150 fathoms
line & two Jibs & middle & latter part
foggy steering by the wind on opposite
tacks no ends this 24 hours

Thursday July 16 the 1868

First part this day foggy & a
fresh breeze from WSW & steering
by the wind heading SW under
all sails & at 5 PM clear weather
middle part fine & bearing SE latter
part thick weather & a fresh
breeze from WSW & steering South
under all sails no ends this day

Bark Harkaway

Friday July 17 the 1868

First part this day thick weather & a fresh breeze from N N W steering S S E under all sails & at 2 PM
luff up by the wind heading N W
at 1 PM went a new main Royal &
middle & latter part fine steering
by the wind heading N E & at 6 AM
made point Shafee bearing E N E
distant 30 miles so ends this day

Saturday July 18 the 1868

Commence this day with fine
weather & a light breeze from
N steering by the wind on opposite
tacks & middle & latter part fine
steering by the wind on opposite tacks
& much employed in repairing main
topsail & other duty so ends this day

Sunday July 19 the 1868

commence this day with fine
weather & a light breeze from E
by & steering by the wind heading
W by E under all sails & middle &
latter part fine steering by the wind heading
N E under all sails so ends this 24 hours

Lat 69.5° L 28°

Monday July 20 the 1868

commence this day with foggy weather
& a strong wind from W steering E. wind
the wind on opposite tacks & middle part
foggy latter part clear & a calm so ends

Tuesday July 21 the 1868

First part this day fine weather
& a light breeze from E by S & steering
by the wind heading S by E under all
sails & middle & latter part thick fog
steering by the wind on opposite tacks so ends

traversing in the Arctic Ocean

Wednesday July 22 the 1868

First part this day thick weather & a fresh breeze from S by E & steering by the wind on opposite tack at 3 PM saw the land bearing N E by S distant 15 miles & middle & latter part foggy & a fresh breeze from S S W steering by the wind on opposite tacks so ends

Thursday July 23 the 1868

First part this day thick weather & a fresh breeze from S S W steering by the wind on opposite tacks & at 6 PM thick fog & sounded & found 15 fathoms water & middle & latter part thick weather & a fresh breeze from S S W at 8 AM keep of South so ends

Friday July 24 the 1868

First part this day fine weather & a fresh breeze from N S W steering along the Land to the South under all sails & middle & latter part fine & laying off & on at Point Hope getting wood so ends this 24 hours

Saturday July 25 the 1868

Commence this 24 hours with foggy weather & a fresh breeze from S W by W & steering by the wind on opposite tacks & middle & latter part foggy & a fresh breeze from W steering by the wind on opposite tacks so ends this day

Sunday July 26 the 1868

Commence this day with foggy weather & a light breeze from S W by W & steering by the wind heading N W by W under all sails & middle & latter part foggy & a light breeze steering by the wind on opposite tacks so ends

Bark Andromache

Monday July 27 the 1868

First part this day fine weather & a fresh breeze from South & steering N^W by W & at 10 m
double reef topmasts & middle
sails & double reef the topsails
& middle & latter part & to my mind
a clear steering by the wind on opposite
tacks saw 7 sails so ends this day

Tuesday July 28 the 1868

First part this day clear weather & a strong wind from W & steering
by the wind heading N^W, W under
double reefs topsails & middle &
latter part fine & steering by the
wind on opposite tacks & at 8 A.M. made
the ice & at 11 do tack ship so ends

Wednesday July 29 the 1868

First part this day frequent squalls
of snow & a fresh breeze from West
steering by the wind on opposite
tacks & middle & latter part fine
steering by the wind on opposite tacks
& saw 12 sails so ends this 24 hours

Thursday July 30 the 1868

First part this day fine weather &
& a light breeze from N^W steering
by the wind heading W^N by E under
all sails & middle & latter part
fine & a fresh breeze from South &
steering by the wind on opposite tacks

Friday July 31 the 1868

First part this day thick weather
& a strong wind from South &
steering by the wind on opposite tacks
middle part fine latter part fresh
gale from S^W under a close reef main
top sail to ends this day.

Travelling in the Arctic

Saturday Aug 2d 1868
First part this day frequent sales of snow & a fresh gale from NW & under close reef Toprails bearing to the Eastward along the ice & middle & latter part more moderate & at 8 AM sat all sails & at 11 do. bent a new main Top Gall & sail so ends this 24 hours

Sunday Aug 3d 1868
First part this day fine weather & a light breeze from ESE & steering by the wind heading North under all sails & middle & latter part fine & steering along the ice to the N & W & at 10 AM fresh breeze took in the light sails & double reef the fore Toprail soen

Monday Aug 4d 1868
First part this day thick weather & a strong wind from SSW. steering by the wind on opposite tack & at 5 PM close reef fore Toprail & reefed the fore rail & middle part more moderate than the reefs out of the Toprails & with the gale latter part fine steering by the wind heading S by E so ends

Tuesday Aug 5d 1868
Commence this day with thick weather & a fresh breeze from SSW steering by the wind heading SE & at 4 PM took in the light sails & middle & latter part frequent & gales of snow & steering by the wind on opposite tack & at 11 AM made cape Victoria bearing S distant 20 miles so ends

Barkie Amherstbank's

Wednesday August 5

commence this day with thick weather & a strong wind from N $^{\circ}$ E $^{\circ}$ steering by the wind on opposite tacks under whole Topsails & middle & latter part frequent squalls of snow & a strong wind from N $^{\circ}$ W $^{\circ}$ steering by the wind heading N $^{\circ}$ E $^{\circ}$ so ends this day

Thursday August 6 to the 1868
commence this day with frequent
squalls of snow & a strong wind
from N $^{\circ}$ W $^{\circ}$ by W & steering by the
wind heading S $^{\circ}$ W $^{\circ}$ to W under whole
Topsails & courses & middle & latter part
squally & a strong wind & at 11 double
reefed the Topsails & took in the jib
& main sail bare one sail so ends

Friday August 7 the 1868
First part this day frequent gulls
of snow & a strong wind from
N $^{\circ}$ W $^{\circ}$ steering by the wind heading
W under double reef Topsails & at
4 PM more moderate turn the reefs
out of the Topsails & set the jib
& main sail & middle & latter part
calm so ends this 24 hours

Saturday August 8 the 1868
First part this day fine weather
& a light air from the S steering N
W $^{\circ}$ under all sails & middle & latter
part fine & light breeze the watch
employed in reefing sails & other
duty so ends this 24 hours

Frigid in the Arctic Ocean

Sunday August 9th 1868
Commence this day with fine weather & a light breeze from E N E steering N^E W^W under all sails & middle & latter part fine & a light breeze from S^E steering along the ice to the South & East so ends

Lat 70.16 N Lon 174.34 W

Monday August 10th 1868
Commence this day with fine weather & a light breeze from N^W W steering along the ice to the S & West under all sails & middle & latter part fine steering by the wind on opposite tacks same three sails so ends this day

Tuesday August 11th 1868
Commence this day with fine weather & a calm & middle & latter part fine & a light breeze from the S^W steering by the wind on opposite tacks so ends this 24 hours

Wednesday August 12th 1868
Commence this day with thick weather & a light breeze from South steering by the wind on opposite tacks & middle & latter part thick fog steering by the wind heading E under all sails & same 6 sails so ends this 24 hours

Thursday August 13th 1868
First part this day thick weather & raining & at 3 P M a fresh breeze from N^E steering by the wind heading S E W under all sails & at 4 P M took in the flying sails & as no more ship & at 6 to keep up E & middle & latter part thick weather & a fresh breeze steering along the ice to the East same six sails so ends this 24 hours

Bark Humpback's
Friday August 14th 1868

First part this day thick weather
& a strong wind from NNE steering
Eastward along the ice made
all sail & middle & latter part
occasional squalls of snow & a fresh
breeze from SSW & steering by the
wind on opposite tacks so ends this day

Saturday August 15th 1868

First part this day frequent squalls
of snow & a fresh wind from NNE
& W steering by the wind on opposite
tacks & at 1pm double reefed the
Fore Topgall & middle & latter part
thick weather & a fresh wind from
SW & at 8AM keep off NNE & at 11
do saw a bowhead going which did
not lower so ends this day

Sunday August 16th 1868

First part this day thick weather
& a fresh breeze from W steering
by the wind on opposite tacks & at
4PM bent a new main sail & middle
& latter part thick weather & a fresh
breeze steering by the wind on opposite
tacks & at 5AM keep off NEE & so ends

Monday August 17th 1868

First part this day thick weather
& a fair middle & latter part thick
weather & a light breeze from NNE steering
by the wind on opposite tacks saw two
ship whaling, rove new main boat
lines & new fore, bunt lines & at 10
AM saw the land bearing SSE distant
30 miles so ends this 24 hours

Cruising in the Arctic Ocean

Sunday August 18th 1868

First part this day fine weather & a fresh breeze from E steering by the wind on opposite tacks & middle & latter part fine steering by the wind on opposite tacks & same 20 sails so ends this 24 hours

Monday August 19th 1868

First part this day fine weather & a fresh breeze from E NE steering by the wind on opposite tacks & middle & latter part fine steering by the wind on opposite tacks so ends this 24 hours

Tuesday August 20th 1868

First part this day fine weather & a light breeze from NNE E steering by the wind on opposite tacks & at 3 PM saw the bark Lydia whaling & covered all the boats for the whale & at 5 PM the boats came on board without success & middle & latter part fine & a light breeze from N E same 28 sails so ends this 24 hours

Wednesday August 21th 1868

First part this day clear & fine weather & all hand employed getting water of the ice & middle & latter part light airs from NE steering by the wind on opposite tacks so ends

Thursday August 22th 1868

First part this day fine weather & clear & at 1 PM saw a bow-head & covered all the boats over him without sweeps & middle & latter part foggy & a light breeze from South & Eastward & on opposite tacks & at 8 AM had back to shore yard so ends this day

Bark Harpooner's

Sunday August 23rd 1868

First part this day thick fog & a light breeze from ENE laying with the head yards aback on opposite tack & a const clear brace forward heading N under all sails & middle. & latter part fine & light airs from NW steering by the wind on opposite tacks & at 4 AM saw a bowhead & lowered all the boats for him without success so ends this day

Lat 70.30 N Lon 174.20 W

Monday August 24th 1868

Commence this day with fine weather & a light breeze from ENE & steering SW & at 1 PM saw a bowhead & lowered all the boats & got him to the FB & at 7 PM commenced cutting & latter part thick & rainy & a fresh wind from N steering SW more double reefs topsails so ends this day

Tuesday Aug 25th 1868

Commence this day with thick & rainy weather & a fresh breeze from NW steering by the wind on opposite tacks under double reefs topsails middle part foggy latter part fine & a strong wind from SW & at 4 AM saw a bowhead & lowered all the boats for him without success so ends this 24 hours

Wednesday August 26th 1868

First part this day thick fog & a fresh wind from W steering by the wind on opposite tacks & middle & latter part thick & rainy steering by the wind along the ice to the N west so ends this 24 hours

Cruising in the Arctic Ocean

Thursday August 27 the 1868

First part this day in weather & a light
breeze from S E steering by the wind on
opposite tacks & middle & latter part
fine steering by the wind to the Eastward
I am 27 fathoms & at 10 AM saw a bowhead
& lowered all the boats for him & got
one to the SB so ends this 24 hours

Friday August 28 the 1868

First part this 24 hours fine fine
weather & a calm & at 6 PM commence
cutting & middle & latter part fine &
a light breeze from N E at 2 PM finish
cutting & at 11 AM commence hoisting rain

Saturday August 29 the 1868

First part this day fine weather & a
light breeze from E N E steering by the
wind on opposite tacks & middle & latter
part thick fog & a strong wind from
N by W & at 8 AM close reef fore topsail
& took in the Foresail & double reef the
main topsail & each employed in hoisting

Sunday August 30 the 1868

First part this day thick fog & a strong
wind from N by E laying with the fore topsail
a back under a double reef main topsail
& a close reef fore topsail & middle & latter
part strong wind from N W laying to
under a close reef main topsail & at 11 PM
cool down so ends this 24 hours

Monday, 31 the 1868

Second part this day a moderate gale
from N W laying to under a close reef
main topsail on opposite tacks & middle
& latter part about the same so ends

Clark's Arkansas
Tuesday September 1st 1868

First part this 24 hours moderate
& a fresh breeze from N W steering by W
wind on opposite tacks & at 2 P.M commence
boiling & middle & latter part light breeze from
S steering by the wind on opposite tacks & thick
& rainy so ends this 24 hours

Wednesday September 2nd 1868

First part this day thick & rainy & a fresh
breeze from W steering by the wind on opposite
tacks & middle & latter part fine & clam all
^{and} hands employed in boiling & stowing down

Thursday September 3rd 1868

First part this day clam & fine weather
under close reefs topsails all hands employ
boiling & stowing down middle & latter
part strong wind from South steering
by the wind on opposite tacks & at 11
P.M. finish boiling so ends this day.

Friday September 4th 1868

First part this day clear weather & a
strong wind from S steering by the
wind heading E under double reefs
topsails & middle & latter part a moderate
gale from the North under close reefs
topsails so ends this 24 hours

Saturday September 5th 1868

First part this day thick & snowing
& a light breeze from North & steering
by the wind heading W N W & at 3 P.M
finish stowing down the two whalers
and 180 bbls oil & middle & latter
part thick & snowing & a fresh breeze
from W steering by the wind on
opposite tacks under a whole main
topsail & a double reef fore topsail
down on sail so ends this 24 hours

Cruising in the Arctic

Monday September 6th 1868
First part this 24 hours thick & snowing
& a moderate gale from W^NE^S & at 4
P.M. close receipt the top sails & middle part
with snow storm & a fresh gale latter part
more moderate & at 10 A.M. saw a bowhead
& lowered all the boats for him without
success & so ends this 24 hours

Monday September 7th 1868
First part this day thick & snowing
& a moderate breeze from W^NE^S steering
by the wind on opposite tacks & middle
part clear latter part strong wind
from South & at 5 A.M. saw a bowhead
& lowered two boats for him but without
success & at 8 A.M. saw a number Whales
& lowered all the boats without success

Tuesday September 8th 1868

First part this day thick & snowing
& a strong wind from the South steering
by the wind on opposite tacks & at 2 P.M.
saw a number bowheads & lowered the
boats for them without success & middle
& latter part frequent & smalls of snow
& a strong wind from South so ends

Wednesday September 9th 1868

First part this day fine weather &
a fresh breeze from W^NE^S & steering
by the wind heading S^EW^N & middle
latter part fine & at 11 A.M. saw a
bowhead & lowered all the boats for
him & got one to the S^EB & ends

Thursday September 10th 1868

First part this day fine weather & a
light breeze from N^EW^S & at 4 P.M. commence
cutting & at 8 & finish heading W^NE^S & middle
& latter part fine so ends this 8-4 hours

Billings' Hydrographer's
Friday September 11th 1868

First part this day fine weather & a light breeze from SSW in W'y off & at 1 PM saw a bowhead & lowered all the boats & got one to the BB & at 7 PM commence cutting & at 1 AM finish & at 4 AM saw a number whales & lowered all the boats & got one to the WB & at 11 AM commence cutting so ends

Saturday September 12th 1868

First part this day fine weather & a light breeze from the S E steering by the wind on opposite tacks & middle & latter part fine steering by the wind on opposite tacks so ends this 24 hours

Sunday September 13th 1868
First part this day fine weather & a light breeze from South steering by the wind on opposite tacks so ends & at 1 PM commence boiling & middle & latter part fine steering by the wind on opposite tacks & at 5 AM saw two whales & lowered two boats for them without success & all hands employed in boiling

Monday September 14th 1868

First part this day fine weather & a light breeze from South & at 1 PM saw a whale & lowered two boats for him without success & middle & latter part fine & all hands employed in boiling

Tuesday September 15th 1868

First part this day fine weather & a light breeze from E & three boats whaling without success & middle & latter part fine & a light air NNE & NE laying a back along the ice & at 8 AM saw a bowhead & lowered all the boats without success so ends this 24 hours employed in boiling

Fishing in the Arctic Ocean.

Wednesday September 16 the 1868
First part this day fine weather & a light
breeze from E N E laying a back along the Re-
& middle & latter part fine & at 8 AM saw
a bowhead & lowered two boats for him without
success & all hands employed in slowing down
& hoisting so ends this 24 hours

Thursday September 17 the 1868
Wind part this day fine weather & a light
breeze from N E & laying a back heading S
by E under whole Topsails & middle & latter
part fine & a fresh breeze from N W E & at
10 AM saw a bowhead & lowered two boats
for him & go'd one to the Lib so ends

Friday September 18 the 1868
First part of this 24 hours fine weather &
a calm & at 3 PM commence cutting & at 7
do finish & middle & latter part foggy
& a fresh breeze from the N E & at 10 AM
double reefed the fore Topsail & main Top
Sail & took in the gile so ends this day

Saturday September 19 the 1868
First part this day thick fog laying with
the fore yard a back & a strong wind from
North under double reef Topsails & all hands
employed in hoisting & middle & latter part
thick weather & a fresh breeze from N E by N
& steering by the wind on opposite tacks
& at 8 AM saw a bowhead & lowered two boats
for him without success so ends this day

Sunday September 20 the 1868
First part this day thick fog & a light
breeze from N E & steering by the wind
on opposite tacks under double reefs Topsails
& middle & latter part thick & a
strong wind from N E & all hands
employed in hoisting & slowing down
so ends this day

Bark Amherstbank's

Monday September 21 the 1868

First part this day thick & rainy &
a strong wind from Nort steering various
courses under close reef Topsails & middle
& latter part about the same & much
employed in hoiling so ends this 24 hours

Tuesday September 22 the 1868

first part this day thick weather &
a fresh gale from N E laying to under
a close reef main Toprail & a 10 m^o cooled
down & middle & latter part about the
same. on opposite tides so ends this 24 hours

Wednesday September 23 the 1868

first part this day a fresh gale from
N E laying to under a close reef main
Toprail & at 5 P.M. more moderate &
rainy & middle part more moderate latter
part fine & at 7 A.M. commence hoiling
& at 10 A.M. saw a dead Whale & lowered
down & took the Whale to the ship so ends

Thursday September 24 the 1868

first part this day fine weather & a
light breeze from N E & at 3 P.M. commence
cutting & at 5 do saw a bonhead & lowered
two boats for him without success & at
7 P.M. finish cutting middle part foggy
latter part fine & a light breeze from S
& W & steering by the wind heading W & much
employed in hoiling so ends this day

Friday September 25 the 1868

first part this day fine weather & a
light breeze from SSW steering by the
wind heading W under all sails & at
dark haul back the fore yard & width
& latter part foggy & a light breeze
from SW & at 10 A.M. keep of WSW
& all hands employed in stowing down & hoiling

Cruising in the Arctic

Saturday September 26 the 1868
First part this day foggy & a fresh breeze
from N.E. steering S.W. under all sails
& at 3 PM luff to by the wind with the
Fore Topsail aback & middle & latter part
thick & a fresh breeze from East &
all hands employed in boating &
lowering down so ends this 24 hours

Sunday September 27 the 1868
First part this day thick weather
& a fresh breeze from C.N.E. boating with
the Fore Topsail aback & at 2 PM finish
boating & at 10 do finish lowering down
the 5 whales lowered down 4550 lbs &
latter part thick & a light baffling air
steering along the ice to the westward
so ends this 24 hours

Monday September 28 the 1868
First part this day thick weather
& frequent squalls of snow & a light
baffling breeze from all parts of the
compass & variable & latter part about
the same steering along the ice to the westward

Tuesday September 29 the 1868
First part this day frequent squalls
of snow & a light breeze from the W.
Steering by the wind on opposite tacks
& middle & latter part thick & frequent
squalls of snow steering along the ice to
the Westward & at 11 AM saw a bowhead
going quick to the south so ends this day

Wednesday September 30 the 1868
First part this day thick weather &
a light breeze from S. steering various
courses & middle part clear & boating with
fore yard aback. latter part thick & steering
various courses to get out the ice so ends

Bark Greenland

Thursday October 1st 1868

First part this day thick weather & a light breeze from N steering various courses trying to get out the ice & at 3 P.M. half of South & middle part thick & lapping with the fore topsail aback latter part frequent spells of snow steering along the ice to the South & West so ends this day

Friday October 2nd 1868

First part this day thick weather & frequent spells of snow & a fresh breeze from N E & steering W under all sails & at 5 P.M. took in the light sails & middle & latter part fresh breeze from N W W steering by the wind on opposite tacks & at 7 A.M. saw a bowhead & lowered three boats for him & got one to the L.B. so ends this 4 hours

Saturday October 3rd 1868

First part this day frequent spells of snow & a strong wind from N W & at 5 P.M. commence cutting & at 7 do finish cutting & middle & latter part fresh wind from N W W steering by the wind on opposite tacks under double reefed sails so ends this day

Sunday October 4th 1868

First part this day thick weather & a strong wind from the W steering by the wind on oppo D tack & at 7 P.M. saw a whale going quick to the windward & middle & latter part light airs from N & at 7 A.M. saw another bowhead & lowered three boats for them with out success so ends this day.

Sailing in the Arctic

Monday October 5 the 1868
First part this day thick weather &
a strong breeze from ESE steering by
the wind on opposite tacks & middle
& latter part fresh wind from SSW
& steering by the wind heading to SSE
under whole topsails so ends this day

Tuesday October 6 the 1868
First part this day clear weather & fine
& a light breeze from SSW & steering
by the wind on opposite tacks & middle
& latter part fine & calm so ends

Wednesday October 7 the 1868
First part this day fine weather &
a light breeze from South & plenty
Whalers in sight & at 5 PM the LBB shot
a bowhead & at 7 do took the whale to
the ship & middle & latter part calm
& plenty Whalers so ends this 24 hours

Thursday October 8 the 1868
First part this day calm & fine weather
& plenty Whalers in sight at 6 AM the
boat came on board middle part
calm latter part a strong wind from
NWW steering by the wind on opposite tacks
and 4 sails so ends this 24 hours

Friday October 9 the 1868
First part this day a fresh gale from
NWW laying to under a close reef main
topsail on opposite tacks & middle & latter
part about the same so ends this 24 hours

Saturday October 10 the 1868
First part this day more moderate & at 1 AM
set a close reef main topsail & steering by
the wind on opposite tacks middle part light
breeze from NNE East at 1 AM commence hoisting
& latter part fresh gale from NNE so ends

Bark Annisquam

Sunday October 11 the 1868
First part this day thick & a fresh
gale from NW & at 10 PM took
in fore topsail & cooled down & middle
& latter part about the same thick
snowstrom so ends this day

Monday October 12 the 1868
First part this day thick weather
& a fresh gale from W & at 3 PM
keeps of ENE under close reefs topsails
& middle & latter part clear & at 8
AM came up to the ice buff up
NW to clear the ice so ends

Tuesday October 13 the 1868
First part this day clear weather
& a strong wind from off steering
by the wind heading NW by N under
double reefs topsails & at three PM
spoke the bark Massachusetts of New
Bedford bound out & middle part
about the same latter part light
breeze from S steering N E by E along
the ice so ends this 24 hours

Wednesday October 14 the 1868
First part this day thick weather
& a light air from NE steering by the
wind heading NNW under all sail
& middle & latter part fine steering along
the ice to the 5^o x at 7 AM saw cape Lefkowitz
bearing E distant 40 miles & at 7 do the capt
went on board of the bark Concord of
New Bedford & got a cask bread & at 11
do commence hoisting so ends this day

Scanned To The Sandwiche Is
Thursday October 15 the 1868

First part this day fine weather & a moderate wind from NNE & steering SSE under all sails & middle part strong wind from NW & steering SSE by S under double reefed Topsails at 11 PM luffed No. by the wind raw the ice latter part & at 8 PM cooled down & got the mainsail yards

Friday October 16 the 1868

First part this day fine weather & a light baffling breeze from SSE steering to the Eastward under all sails & middle & latter part about the same so ends this 24 hours

Saturday October 17 the 1868

Commence this day with fine weather & a moderate wind from SSE & middle & latter part middle part light breeze from SSE steering through the ice latter part about the same

Sunday October 18 the 1868

Commence this day with fine weather & a moderate wind from SSE & steering through the ice to the Eastward & point Slope in sight distant 15 miles & middle & latter part about the same & all hands employed in stowing down oil so ends

Monday October 19 the 1868

Commence this day with cloudy & a strong wind from SE & bearing to the windward along the ice under courses & double reefs Topsails & at 4 PM Point Slope in sight bearing NNW distant 10 miles & at 5 PM more moderate & turn the reefs out of the Topsails & at the light middle part frequent squalls of snow & latter part fine weather & steering SSE under all sails so ends this 24 hours

S.S. Hornshanks

Tuesday October 20 the 1868

commence this day with strong wind &
S E blowing by the wind on opposite tacks
& at 9 PM the wind hauled to N N W &
steering along the ice to the eastward
& middle & latter part frequent squalls
of snow & a fresh breeze from W under
all sails so ends this 24 hours

Lat 67° 06' N Lon 166.07 W

Wednesday October 21 the 1868

commence this day with fine weather &
a moderate breeze from N off steering S
by E under all sails & at dark took
in the light sails & middle & latter
part frequent squalls of snow & throwing
the lead every hour & at 11 AM made diomedes bearing
S S E distant 7 miles & luff up E S E so ends

Thursday October 22 the 1868

first part this day cloudy & a strong
wind from N N W blowing S E under
all sails & at dark took in the main
sail & at dark diomedes bearing N N W
distant 15 miles & middle & latter part light
airs & steering S E under all sails & at 7 AM
commence loring so ends this 24 hours

Lat 64.12 N Lon 168.35 W

Friday October 23 the 1868

first part this 24 hours light airs from
N N W steering S E & fine weather & a few
light airs from S S E & steering by the wind
heading E & middle part fresh breeze took
in the light sails latter part about the
same & at 8 AM took in the light sails
so ends this 24 hours

Lat 63.48 N Lon 167.50 W

Bound To The Sandwick Islands

Saturday October 24th 1868

First part thick weather & a fresh wind from S E steering by the wind heading S W & at 4 PM rainy middle part strong breeze from N E bearing S E after ward a moderate gale under double reef topsails & courses & at 8 AM reduced the main sail so ends this day

Sunday October 25th 1868

First part this day thick & a moderate gale from N E steering S S W under double reef topsails & foresail & a reefed main sail & middle & latter part more moderate & a light breeze from N N W & at 9 AM calm & all hands employed in stowing down oil so ends this 24 hours

Lat 61.09 N Lon 170.12 W

Monday October 26th 1868

First part this day fine & a fresh breeze from S E steering by the wind heading S S W under all sails & at 4 PM a strong wind from E & steering by the wind heading S E & at 4 AM took in the light sails & at 6 AM double reefed fore topsail & middle & latter part thick & rainy & a fresh wind from E S E & steering by the wind on opposite tacks so ends this 24 hours

Tuesday October 27th 1868

First part this day fresh gale from S E steering by the wind on opposite tacks under close reefs topsail & courses & middle part more moderate latter part light breeze from S S E steering by the wind heading S W wind all sails so ends this 24 hours

Lat 60.34 N Lon 171.12 W

Bark Avashanks

Wednesday October 28 the 1868

First part this day thick weather & a light air from South steering by the wind heading WSW under all sails middle part clear latter part a light breeze from NW steering SSW under all sails

Lat 60.20 N Lon 171.40 W

Thursday October 29 the 1868

First part this day thick weather & a fresh breeze from NW steering SW by W under all sails & at 5pm keep of SSW & middle part fine latter part light breeze & under all sails so ends this 24 hours

Friday October 30 the 1868

First part this day fine weather & a clear & at 4pm light breeze from S steering by the wind heading WSW under all sails & middle & latter part thick & rainy & a strong wind from S & at 11pm double reef the jibails & at 10 reefed the mainsail & at 11 do the wind haul to the SW more ship heading SSE so ends this 24 hours

Lat 58.04 N Lon 173.04 W

Saturday October 31 the 1868

First part this day beyond sylls of rain & a fresh breeze from SW steering SSE under all sails & middle & latter part thick & a fresh gale from S laying with the main jibails close reef so ends this day

Sunday November 1st 1868

First part this day thick & rainy & a moderate gale from S under close reefs jibails & reefs comes & middle latter part about the same

Bound to the Sandwich Is

Monday November 2nd 1865

First part of this day a moderate gale from SSE steering by the wind heading SW by S & middle & latter part a fresh gale from NW steering S E by S under close reef topsails & a reef foresail & at 11 AM made moderate turn the reef out of the topsails so ends this 24 hours

Tuesday November 3rd 1865

First part of this day thick & a fresh breeze from SSW steering by the wind heading SW by S & at dark took in the light sails & close reefed the topsails & headed of shore & middle & latter part about the same with some calm & at noon a light air from ESE steering by the wind heading South under all sails so ends

Wednesday November 4th 1865

First part of this day thick & raining & a strong wind from N E by E steering SE under all sails & at dark took in the light sails & double reefed the topsails & luff to of shore & middle & latter part fresh gale from NW on opposite tack, & at 8 AM made out the Amakukta pass & keep of South - so ends

Thursday November 5th 1865

First part of this day frequent squalls of Gale & a strong wind from N off steering S E by S under all sails that will draw & middle & latter part a strong wind from WSW steering S E by S so ends this 24 hours

Lat 49.09 N Lon 170.20 W

Saturday Barfi Headland's
First part this 24 hours payment
of full & a strong wind from W
steering SE under all Sails & middle
& latter part fine so ends this 24 hours

Lat 47.02 N Lon 169.08 W

Saturday November 7th 1868
First part this day fine weather &
a light breeze from WSW steering
SE under all Sails & at 4 PM sent
up The Fore Top Gallant Mast &
lent the Sails & middle part light
airs from all parts of the compass latter
part calm & at 11 AM light airs from
& steering by the wind heading SSE

Lat 46.18 N Lon 168.47 W

Sunday November 8th 1868
First part this day fine weather &
light airs from ESE steering by the
wind heading South under all
sails & middle & latter part strong
breeze from E by S steering by the wind
heading S by E so ends this 24 hours

Monday November 9th 1868

First part this day cloudy & a strong
breeze from E by N & steering by the
wind heading S by E under all
sails & middle & latter part strong
lapping wind heading S to SSE by the
wind & the rach employed in scraping bone

Tuesday November 10th 1868

First part this day cloudy & a strong
wind from E & steering by the wind
heading SSE & at 6 AM took in the top
gaff & gaff topsail & middle & latter
part fully & at 10 AM Kochle
reefed the topsails so ends this day
& rach employed in scraping bone

Bound To The Landrich Islands

Wednesday November 11 the 1868
First part this day frequent
squalls & a strong wind from S E
steering by the wind heading E N E
& under double reefs topsails & jibs
& mainsail & middle & latter part
about the same & much employed
in scraping loose so ends this day

Lat 41.58 N Lon 167.20 W

Thursday November 12 the 1868

First part this day clear weather
& a strong wind from S E steering
by the wind heading E N E under double
reef Topsails & courses & jibs & middle &
latter part strong wind & haze & at
10 AM took in the courses & jib so ends

Friday November 13 the 1868

First part this day thick & rainy
& a strong wind from S E steering
by the wind heading E N E under a
close reef fore Topsail & a double reef
main Topsail & middle & latter part
rainy & a strong wind & at 11 5th m took
in fore Topsail & close reefed the main
Topsail & at 4 PM more moderate & at
fore Topsail close reef & turned one reef
out of the main Topsail & at 8th turn
all the reefs out of the Topsails & said
the jib so ends this 24 hours

Saturday November 14 the 1868

First part this day fine weather &
a fresh breeze from S S E steering
by the wind heading S E & under whole
Topsails & middle & latter part strong
wind & at 10 AM double reefed the Topsails
& at 11 10th took in jib & mainsail & close
reefed the fore Topsail & at 7 PM more moderate
& at 10 AM turned the reef out of the Topsails & said the jib so ends

Bark Washanks

Sunday November 15th 1868
First part this day thick & rainy &
a fresh breeze from WSW steering SSW
under all sail & at 4 PM the wind
bore to the South & steering by the
wind heading ESE SSW & at 5 took
in the light sail & at 10 PM the wind
bore to the NE steering SSW E & latter
part fresh gale from NWW under double
reef topsail & fore sail so ends this day

Latt 39.05 N Lon 160.54 W

Monday November 16th 1868
First part this day a fresh gale
from NWW steering SSW E under
double reef topsail & at 11 AM
the wind bore to SW & took in
the fore topsail & fore sail & luff
to by the wind, heading South & at
2 AM took in the main topsail
blowing here so ends this 24 hours

Tuesday November 17th 1868
First part this day supply & a
strong gale from the W & laying
it under a fore topsail & main
spinnaker & middle & latter part strong
gale & at 10 AM more moderate & set
the fore topsail close reef & keep off
E & at 11 AM the fore sail & turn
one reef out of the main topsail so ends

Latt 36.45 N Lon 158.10 W

Wednesday November 18th 1868
First part this day a strong wind
from N W steering S E under all
sail middle part fine weather just
breeze & rain & a little wind from S
& steering by the wind heading ESE C
at 4 AM took in the light sail & close reefed
the topsails & took in the course so ends

Bound to the Sandwich Islands

Thursday November 18th 1868

First part this day thick & rainy & a strong wind from S W steering by the wind heading S E & at 3 P.M. turned some reef out of the main topsail & at 4 do sat the corsets & jib & middle & latter part thick & rainy & a fresh breeze from S W steering S E & the watch employed in watching ship & at 10 A.M. finally took in the light sails so ends this 24 hours

Fri^{day} November 20th 1868

First part this day thick & by noon & rain & a fresh breeze from S E steering by the wind heading E by S under double reefs topsails & mastsail in & middle & part about the same latter part more moderate & at 10 A.M. turn the reefs out of the topsails & sat the light sails & watch employed in watching ship so ends this 24 hours

Lat 34.41 N Lon 155.47 W

Saturday November 21st 1868

First part this day thick weather & a fresh breeze from South steering by the wind heading E by S & E S E under all sails & at 3 P.M. took in the Main Topsail & fore sail & at 10 P.M. took in the topgallant sail & double reefed the topsails & at 11 do took in the corsets & at 1 A.M. close reefed the topsails & at 2 do took in the fore top sail & at 8 A.M. the wind began to the N W & sat the fore topsail close reefed & kept off S by E to E & at 7 A.M. sat the foresail & at 11 do turn on reefs out of the main topsail so ends

Lat 34.02 N Lon 154.50 W

Bark Awashonks

Monday November 22 the 1868
First part this day fine weather &
a fresh breeze from N^W steering
S^E to E under all sails & middle
part fresh wind from E & took in
the light sails latter part fresh
wind from ESE & at 11 AM the wind
hauled to the North in a squall took
in the light sails & double reef the top
sails & took in the jib & courses so ends

Monday November 23 the 1868

First part this day thick & rainy
& a strong wind from South steering
by the wind heading ESE under
double reef topsails & at 2 PM close
reefed the fore topsail & at 4 PM the
wind haul to the SW by S &
so the foresail & jib & mainsail
more moderate & middle & latter part
fine & a fresh breeze from WSW & steering
S^E to E under all sails so ends

Lat 29.5° N Lon 154.24° W

Tuesday November 24 the 1868

First part this day fine weather &
a fresh breeze from N^E steering S^E
to E under all sails & middle & latter
part fine & all hands employed in
washing bone & other duty so ends

Lat 27.39° N Lon 154.28° W

Wednesday November 25 the 1868

First part this day squally & a fresh
breeze from E by N & steering S^E
to E under all sails & middle &
latter part fine steering by the wind
heading from S to SW under all sails
& all hands employed in washing bone

Lat 26.07° N Lon 155.30° W

Bound to the Haudorich Is
First part this day fine weather & a
light breeze from ESE & steering by the wind
heading S by E under all sail & middle.

& latter part equally & a light baffling
air from all parts of the compass &
all hands employed in washing bone scours

Thursday November 2^d A.D. 1868

Lat 25.22 N Lon 155.12 W

Friday November 27^d A.D. 1868

First part this day fine weather &
a light baffling air from all parts
of the compass & middle & latter part
steering SSE under all sail & all
hands employed in washing bone scours

Lat 24.41 N Lon 155.15 W

Saturday November 28^d A.D. 1868

First part this day fine weather &
a light breeze from SSW & steering
by the wind heading SE under all
sail & middle & latter part fine steering
by the wind heading SSE so ends this day

Lat 23.00 N Lon 155.14 W

Sunday November 29^d A.D. 1868

First part this day fine weather & a
light breeze from WSW W steering
S by E under all sail & middle &
latter part fine at sunrise made
weather bearing ESE & distance 5 miles
& at 8 AM same weather bearing South so ends

Monday November 30^d A.D. 1868

First part this day fine weather & a
fresh breeze from ESE steering S W
by E & at dark weather bearing SW by E
distance 40 miles & middle & latter part
fine & at 8 AM took the big card & so
came at anchor at Hamuloo a wood
ship so ends this 24 hours

Karbi Harbor December

Sunday December 1st 1868

First part this 24 hours fine weather & a light air from all parts of the compass & laying at Honolulu & middle & latter part fine & all hands employed in washing ship so ends

Wednesday December 2nd 1868

First part this day fine weather & a light breeze from E & laying at Honolulu & middle & latter part fine & all hands employed in bundling bone & one the first day of this month discharge Samuil Smith on account of sickness & have discharge the cook & steward so ends this 24 hours

Thursday Dec 3rd 1868

First part this day fine weather & a fresh breeze from NE & laying at Honolulu & middle & latter part fine & all hands employed in bundling bone so ends this day

Friday Dec 4th 1868

First part this day fine weather & a fresh breeze from NE & laying at Honolulu & at 2 PM Samuil Smith died at the hospital & middle & latter part strong wind from NE & squally & all hands employed in handling ship & wearing ship so ends

Saturday Dec 5th 1868

First part this day squally & a strong wind from NE laying at Honolulu & all hands employed in unloading bone & a strong wind from NE so ends this day

Sunday Dec 6th 1868

First part this 24 hours clear weather & a strong wind from NE laying at Honolulu & middle & latter part fine & we wash a shore on liberty so ends

Laying off Honolulu
First part this day fine weather & a light
breeze from NNE & laying at Honolulu
& middle & latter part fine & all hands employed
in hauling ship & moving ship so end this day

Monday Dec 7th 1868

Tuesday December 8th 1868

First part this day fine weather & a light
breeze from NNE laying at Honolulu middle
& latter part fine & have this day Discharge
the Cook & steward & five seaman that were
shipped for the year & also William Brown
& John Frank Boatsteeres & one man will
Brown & one Silvia on account of sickness
& all hands employed in bending the sails

Wednesday Dec 9th 1868

First part this day fine weather & a light
NNE wind & put onboard the Bear of W
Seaver of Boston 13476 lbs Whale Bone
& middle & latter part fine & all
hands employed in painting the spars so end

Thursday Dec 10th 1868

First part this day fine weather & a
light breeze from NNE & laying at Honolulu
& middle & latter part fine & all
hands employed in painting ship so end
& rise in the temperature do end this 24 hours

Friday Dec 11th 1868

First part this day fine weather &
a light South breeze & laying at Honolulu
& have Discharge William Zerker
& middle & latter part fine & all hands
employed in painting the ship spars &
ripped out the silk room & office duty so end

Saturday Dec 12th 1868

First part this day fine weather & a light
South wind laying at Honolulu & middle

Bark Awashonks
& latter part rainy & all hands employed
in cleaning & other duty so ends this day

Monday Dec 13 the 1868

First part this day rainy & a light breeze
from NE laying at Honolulu & all hands
ashore on liberty so ends this 24 hours

Monday Dec 14 the 1868

First part this 24 hours fine weather & a
fresh breeze from NE laying at Honolulu
& middle & latter part fine & all
hands employed in painting the ship
spars & fitting the rigworks so ends

Tuesday Dec 15 the 1868

First part this day fine weather & a
light air from the South & laying at
Honolulu & middle & latter part fine
& all hands employed in painting the ship
spars & rating ship rigging so ends this day

Wednesday Dec 16 the 1868

First part this day fine weather &
a light N E wind laying at Honolulu
& middle & latter part fine & all
hands employed ship duty so ends

Thursday Dec 17 the 1868

First part this day fine weather & a
light N E wind & laying at Honolulu
& middle & latter part fine & all
hands employed ship duty so ends

~~Friday~~ Dec 18 the 1868

First part this day fine weather & a
light air from N E laying at Honolulu
& middle & latter part fine & all hands
employed in hauling ship to the wharf
& other duty so ends this 24 hours

Saturday Dec 19 the 1868

First part this day fine weather & a
light breeze from the South laying at

Saturday Dec 19th 1868
Honolulu & latter part & fully & a
light air from the N & all hands employed
in breaking oil & putting it on board ship.

Sunday Dec 20th 1868

First part this day fine weather & a light
breeze from N^E & laying at Honolulu
& middle & latter part fine & one
watch ashore on liberty so ends

Monday Dec 21th 1868

First part this 24 hours fine weather
& a fresh wind from N^E & laying
at Honolulu & middle & latter part
fine & all hands employed in breaking
out oil & other stuff so ends

Tuesday Dec 22th 1868

First part this day fine weather
& a strong wind from N^E laying
at Honolulu & middle & latter part
fine a man by the name of John Williams
deserted from the ship on the 21st of Dec
& has not return so ends this day

Wednesday Dec 23th 1868

First part this day fine weather &
a light breeze from N^E & laying at
Honolulu & middle & latter part
fine a man by the name of John Williams
deserted from the ship on the night
of Dec 1868 & all hands employed
in breaking out oil so ends this day

Thursday Dec 24th 1868

First part this day fine weather
& a light breeze from N^E & laying
at Honolulu & middle & latter part
fine & a man by the name of John
Williams deserted from the ship on
the night of 21 Dec 1868 & all hands
employed in breaking out oil so ends

Friday Dec 25 the 1865
First part this day fine
weather & a light breeze from N
lazing at Honolulu & at 2 PM finish
packing out & middle & latter part fine
& all hands employed in stowing back the
provisions so ends this 24 hours

Saturday Dec 26 the 1865
First part this day fine weather & a
light breeze from NE & laying at Honolulu
& all hands employed in taking provision
on board & putting oil on board Ship
Providence Lee Laing so ends this day

Sunday Dec 27 the 1865
First part this day fine weather
& a light breeze from NE & laying
at Honolulu & middle & latter part
about the same & all hands ashore
on liberty so ends this 24 hours

Monday Dec 28 the 1865
First part this day fine weather &
a fresh breeze from NE laying at
Honolulu & middle & latter part
about the same & all hands employed
in putting oil on board Providence L
Lane & cleaning ship & putting on copper
& other duty so ends this 24 hours

Tuesday Dec 29 the 1865
First part this day fine weather & a
light breeze from NE & laying at
Honolulu & middle & latter part fine
all hands employed in stowing back
the sand keel & other duty so ends

Wednesday Dec 30 the 1865
First part this day fine weather & a
light breeze from NE laying at Honolulu
& middle & latter part fine & all hands
employed putting oil on board Providence L
Lane & stowing back provision & other

Laying at Honolulu

Saturday Dec 31 the 1865
First part this day fine weather & a
fresh wind from NNE laying at Honolulu
& middle & latter part fine & all
hands employed in feeding oil on
board ship Robert L Lane & sloping
back the ground line about this day

Friday January 1 1868

First part this day fine weather & a
strong wind from S'E laying at
Honolulu & middle & latter part fine
& all hands employed in feeding oil
on board ship Robert L Lane
& sloping back & at 11 AM took
oil on board ship Robert L Lane
part on board Robert L Lane 30178
gallons whale oil so ends this day

Saturday January 2 the 1868

First part of this day fine weather &
a strong wind from N'E laying at
Honolulu & middle & latter part about
fine & all hands employed in sloping
back the back so ends this 24 hours

Sunday January 3 the 1868

First part this day fine weather & a
strong wind from N'E laying at Honolulu
& middle & latter part about fine
some & all hands were busier so so ends

Monday January 4 the 1868

First part fine scattered & a light breeze
from NNE laying at Honolulu &
middle & latter part fine & all hands
employed in taking aboard water &
provisions & other stores so ends this day

Tuesday January 5 the 1868

First part this day fine weather & a light
breezy air & laying at Honolulu

Bark's forecastle
middle & latter part fine & at 10
A.M. hault up from the wharf so ends
this 24 hours

Wednesday January 6 the 1869
First part this day fine weather &
a light breeze from N & laying at
Honolulu & middle & latter part
fine & all hands employed in washing
ship & coaling the oil that has left
abore so ends this 24 hours

Thursday January 7 the 1869
First part this day fine weather
& a light air from the South &
laying at Honolulu & middle & latter
part rainy & a strong wind from the
W & all hands occupied in painting ship

Friday January 8 the 1869
First part this day fine & strong
wind from the W laying at Honolulu
& middle & latter part rainy so ends

Saturday January 9 the 1869
First part this day thick & raining
& a fresh breeze from N laying
at Honolulu & middle part frequent
stulls & all hands employed in getting
of smalls stones & other duty so ends

Sunday January 10 the 1869
First part this day thick weather
& a strong wind from N laying at
Honolulu & at 4 P.M. took on board
a new whale boat & middle & latter
part fine & all hands employed in painting
& other duty so ends this 24 hours

Monday January 11 the 1869
First part fine weather & light breeze from
N & laying at Honolulu middle & latter part
about the same as last ~~one hand~~ so ends

employed in painting ship & other
thing a man by the name of George
Brightman abt 12 o'clock this day while
at dinner left the ship & deserted so ends

Tuesday January 12 the 1869
First part this day fine weather & a light
breeze from N^E laying at Honolulu & at
8 P.M. I heard that George Brightman had
Deserted from the ship I went down the
lawn & took into his chest & found that
all his clothes was gone & middle & latter
part fine & all hand employed in getting
the ship ready for sailing so ends this day

Wednesday January 13 the 1869
First part this day fine weather & a
light breeze from N^E & at 10 A.M. the pilot
came on board & took the ship out
of the harbor & middle & latter part
strong wind & squall & at 11 A.M. the
captain came of which had been ashore
all night in pursuit of George
Brightman without success & steered
by the wind heading S^E by E so ends

Thursday January 14 the 1869
First part this day fine weather &
strong wind from N^E steering by the
wind heading S^E by E under main
topsail & courses & middle & latter part
about the same so ends this day

Friday January 15 the 1869
First part this day fine weather &
a fresh breeze from N^E steering by
the wind heading S^E & middle &
latter part fine & a light barking
air from all parts of the compass
& were employed in cutting a piece
of the main topsail so ends this day

Saturday January 16th 1869

First part this day fine weather &
a strong wind from E & steering by the
wind heading S & under no sail. Topgall
middle part strong wind down by
the topgall later part more moderate
turned the reefs out of the topgall &
set the light sail & much employed
in repairing sails so ends this 24 hours

Lat 17.00 N Lon 156.37 W

Sunday January 17th 1869

First part this day fine weather & a
fresh breeze from E & steering by the
wind heading S & middle & latter
part fine & under all sails so ends

Monday January 18th 1869

First part this day fine weather &
a fresh breeze from E & steering by
the wind heading S & under all
sails & middle & latter part fine & a
fresh breeze from SW & steering by the wind
heading E & so much employed in repairing
the main sail so ends this 24 hours

Lat 18.48 N Lon 155.02 W

Tuesday January 19th 1869

First part this day fine weather
& a fresh breeze from SW & steering by
the wind heading E & & middle &
latter part fine. & much employed
in repairing the main sail so ends

Lat 12.43 N Lon 154.07 W

Wednesday January 20th 1869

First part this day fine weather &
a fresh breeze from SW & steering by
the wind heading E & under all
sails & middle & latter part fine
& much employed in repairing main sail so ends

Thursday January 21st 1869

First part this day fine weather & a strong
breeze from N'E steering by the wind bearing
ESE at 18th M. took in the light sails
& middle & latter part strong wind
& at 8 AM double reefed fore Topsail
watch employed in ship duty so ends

Lat 10° 34' N Lon 151.58 W

Friday January 22nd 1869

First part this day fine weather & a
strong wind from N'E steering by the
wind reading ESE under all a double
reef fore Topsail & a whole main & courses
& jib & middle & latter part strong
wind & sullen & watch employed ship duty so ends

Lat 9.39 N Lon 151.18 W

Saturday January 23rd 1869

First part this day clear weather & a strong
wind from N'E steering by the wind bearing
ESE under double reef fore Topsail &
& a whole main Topsail & courses & jib &
middle & latter part strong wind &
sullen & watch employed in ship duty

Lat

Sunday January 24th 1869

First part this day sullen & a strong
wind from N'E steering by the wind
bearing ESE under a double reef fore
Topsail & a whole main Topsail & courses
& middle & latter part jib & raining &
at 8 AM took in the jib so ends this day

Monday January 25th 1869

First part this day sullen & a strong
wind from ESE steering by the wind
bearing SSW under double reefed Topsail
& courses & middle & latter part fine &
watch employed ship duty so ends

Lat 5.50 N Lon 148.50 W

Wednesday January 26th 1869

First part this day squally & a fresh
moderate east & south wind the reef's out
of the fore & middle & latter part
fine & watch employed in ship duty so ends
Lat 4.26 N Lon 148.02 W

Wednesday January 27th 1869

First part this day supply & a fresh
breeze from ENE steering by the wind
heading SSW under whole topsails & middle
& latter part fine steering by the wind
bearing SSW & watch employed in ship
duty so ends this day

Lat 3.26 N Lon 147.50 W

Thursday January 28th 1869

First part this day fine weather &
a fresh breeze from E & steering by
the wind heading SSE under all sails
& middle & latter part fine & all hands
employed ship duty & at 8 AM went out
a new boat on the waist cranes so ends

Lat 1.48 N Lon 147.29 W

Friday January 29th 1869

First part this day fine weather
& a light breeze from E & steering by
the wind heading SSE under all
sails & middle & latter part fine &
watch employed ship duty so ends

Lat 10.08 N Lon 146.28 W

Saturday January 30th 1869

First part this day fine weather &
a light breeze from ENE steering
by the wind heading SSW under all
sails & middle & latter part squally
& a fresh breeze from SSE steering
by the wind bearing S so ends this day

Lat 0.14 S Lon 145.55 W

Sunday January 31st 1868

First part This day fine weather & a strong wind from ESE steering by the wind heading SE & at 2 PM took the right sail & middle & latter part fine & a fresh breeze from ESteering by the wind heading SSE so ends this day
Lat 2.35° S Lon 145.17° W

Monday February 1st 1868

First part This day fine weather & a fresh breeze from ESteering by the wind heading SSE under all sails & middle & latter part & watch employed ship duty
Lat 4.5° S Lon 143.55° W

Tuesday February 2nd 1868

First part This day fine weather & a fresh breeze from ESE steering by the wind heading SE under all sails & middle & latter part fine & watch employed ship duty so ends this day

Wednesday February 3rd 1868

First part This day fine weather & a light breeze from ESE steering by the wind heading SE under all sails & middle & latter part fine & watch employed in ship duty so ends this 24 hours
Lat 7.48° S Lon 142.41° W

Thursday February 4th 1868

First part This day fine weather & a light breeze from ESE steering by the wind heading SE under all sails middle & latter part fine & watch employed in ship duty so ends this 24 hours
Lat 8.33° S Lon 141.41° W

Friday February 5th 1868

First part This day fine weather & a light breeze from SSW steering by the wind heading SW so ends this day

Bark Awashonkit's

of the wind heading E by S under all
sails & middle & latter part fine &
at 4 AM made Island Chevalier bearing NNE distant
40 miles & watch employed ship duty so ends

Saturday February 6th 1869

First part this day fine weather & a
fresh breeze from NNE by E steering by
the wind heading S by E & middle
& latter part slightly & steering by
the wind & at 10 AM made the Island
Magdalena one of the Marquesas bearing
E NE & watch employed in ship duty

Sunday February 7th 1869

First part this day squalls & a huffing
wind from SSW to North steering by
the wind to the Eastward at dark
Magdalena bearing E NE distant 30 miles
& middle & latter part slightly so ends

Monday February 8th 1869

First part this day squalls & a
fresh breeze from NNE steering by the
wind heading E NE under all sails & at
5 PM saw two sails & Magdalena bearing
NNE N distant 55 miles & middle & latter
part fine & steering by the wind on opposite
sails watch employed ship duty so ends

Tuesday February 9th 1869

First part this day fine weather
& a fresh breeze from E NE steering
by the wind heading SE under whole
sails & middle & latter part fine
& watch employed in ship duty so ends

Wednesday February 10th 1869

First part this day fine weather & a
light breeze from E steering by the wind
heading NNE under all sails & three
sails in sight watch employed ship duty

Thursday February 11 the 1868

First part this day fine weather & a light breeze from E steering by the wind on opposite tacks & at dark took in the light sails & main sail & middle & latter part fine steering by the wind on opposite tacks & ends this 24 hours

Friday February 12 the 1868

First part this day fine weather & a light breeze from E & steering by the wind on opposite tacks & middle & latter part fine & Magdalena bearing NNE distant 30 miles watch employed ship duty so ends

Saturday February 13 the 1868

First part this day fine weather & a light breeze from E steering in for the land & at 4 PM the capt went on shore & at 6 AM the east came on board steering by the wind heading SSE & middle & latter part fine steering by the wind on opposite tacks so ends this 24 hours

Sunday February 14 the 1868

First part this day fine weather & a light breeze from E steering by the wind on opposite tacks & two sails in sight & middle & latter part fine steering by the wind on opposite tacks & so ends

Monday February 15 the 1868

First part this day fine weather & a light baffling air steering by the wind on opposite tacks middle all sails & middle & latter part fine & at day light magdalena bearing N' distant 25 miles & at 4 got the anchors of the bow & so ends this 24 hours

Sunday February 16th 1869
First part this day fine weather & a light baffling air & at 2 PM took a Pilot from Magdalena & middle part fine latter part squalls & rainy & at 8 AM came at anchor at Magdalena in 15 fathoms water so ends this day

Monday February 17th 1869
First part this day squalls with rain & a light baffling air laying at Magdalena & middle & latter part fine & one wash ashore & the other fainting ship inside so ends this 24 hours

Tuesday February 18th 1869
First part this day fine weather & a strong wind from N-E laying at Magdalena & middle & latter part fine & all hands employed in getting wood & painting ship so ends this day

Wednesday February 19th 1869
First part this day fine weather & a fresh breeze from S-E laying at Magdalena & middle & latter part fine & all hands employed ship duty so ends

Thursday February 20th 1869
First part this day fine weather & a fresh breeze from E & laying at Magdalena middle & latter part fine & all hands employed in getting wood

Friday February 21th 1869
First part this day fine weather & a fresh breeze from S-E & laying at Magdalena middle & latter part fine & one wash ashore on liberty so ends this day

Monday February 22nd 1869

First part this day fine weather & a
fresh wind from E laying at Magdalena
middle & latter part fine & all hands
employed in painting ship & getting wood
& other duty so ends this 24 hours

Tuesday February 23rd 1869

First part this day fine weather & a
light breeze from NNE laying at Magdalena
middle & latter part fine & all hands
employed in getting wood & painting ship

Wednesday February 24th 1869

First part this day fine weather & a
light breeze from E laying at Magdalena
middle & latter part fine all hands
employed in getting wood & painting ship so ends

Thursday February 25th 1869

First part this day fine weather &
a light breeze from E & laying at
Magdalena & at 3 P.M took the anchor
& went to sea steering by the wind heading
S by E middle & latter part fine
steering by the wind on opposite tack

Friday February 26th 1869

First part this day fine weather
& a fresh breeze from S E steering by
the wind on opposite tacks & at dark
Magdalena bearing S distant 30 miles
middle & latter part fine & was h
employed ship duty so ends this day

Saturday February 27th 1869

First part this day fine weather & light
breeze from E by N steering by the wind on
opposite tacks & at dark Magdalena bearing
S W distant 25 miles middle & latter
part fine all hands employed on
ship duty so ends this 24 hours

Tuesday February 28 the 1869

First part this day fine weather & a light breeze from E steering by the wind on opposite tacks & at dark Magdalena bearing S^WE distant 30 miles middle & latter part fine steering by the wind on opposite tacks

Wednesday March 1 the 1869

First part this day fine weather & a light air from E to N steering by the wind on opposite tacks & at dark Magdalena bearing N^EW^S distant 15 miles & at 4 P.M. saw school black fish & lowered all the boats & got in & got one middle & latter part fine steering by the wind on opposite tacks & at 10 A.M. saw a school black fish & lowered all the boats for them & got one go ends.

Wednesday March 2 the 1869

First part this day fine weather & a light breeze from E steering by the wind on opposite tacks & at dark Magdalena bearing ENE distant 7 miles middle & latter part fine & break employed in boating & other duty so in-

Wednesday March 3 the 1869

First part this day fine weather & a light breeze from E steering by the wind heading N^E under all sails & at dark Magdalena bearing NW^E distant 5 miles middle & latter part fine & all hands employed in fagging up & on at Magdalena getting wood go ends

Thursday March 4 the 1869

First part this day fine weather & a light breeze from E & E steering by the wind heading N^E & fagging up & on at Magdalena & at dark keep up NW

W^{ard} under all sail, & Magdalena bearing
E N E distant 3 miles middle & latter part
fine & at 5 AM clam & wash employed in
ship duty & at 8 AM three boats came off
from Chitahoo so ends this day.

Friiday March 5 The 1869

First part this day fine weather & a
light baffling air steering N & at 6 PM
fresh wind from N E by E steering by the
wind heading N by W under all sails
middle & latter part fine steering by the wind
& at 9 keep of N W by W so ends this day

Saturday March 6 The 1869

First part this day sunny & a strong
wind from E by S steering S W by W
under all sails & at dark took in the
light sails & mainail & double-reefed
fore topsail & mizzen & latter part
fine & all hands employed ship doo-

Sunday March 7 The 1869

First part this day fine weather & a
light breeze from E by S steering by the
wind & at 3 PM sent in two boats in
fishing & got 102 fish middle & latter
part fine & so ends this day

Monday March 8 The 1869

First part this day fine weather
& a light breeze from E N E & steering
by the wind heading N & at 10 AM saw
school blackfish & lowered on boat
at 3 PM lowered in the boats & got 2
middle & latter part fine steering by
the wind & wash employed in repairing
starboard boat & other duty so ends

Tuesday March 9 The 1869

First part this day fine weather & a fresh
breeze from E by N E steering by the wind

heading N' under all sails middle & latter part fine & all hands employed in repairing the starboard boat & other duty so ends this 24 hours

Wednesday March 10 the 1869
First part this day fine weather & a light breeze from E N E steering by the wind under all sails middle & latter part fine glancing by the wind heading N' & watch employed in ship duty so ends Lat 3.27 S Lon 141.39 W

Thursday March 11 the 1869
First part this day fine weather & a fresh breeze from E N E steering by the wind heading N' under all sails middle & latter part fine & watch employed in ship duty so ends this 24 hours

Friday March 12 the 1869
First part this day fine weather & a light breeze from E N E steering by the wind heading N' under all sails middle & latter part fine & watch employed in painting boats & other duty so ends this 24 hours

Saturday March 13 the 1869
First part this day fine weather & a light air from E S E steering by the wind heading N' under all sails middle & latter part fine & watch employed in painting boats so ends Lat 13 miles S Lon 143.50 W

Sunday March 14 the 1869
First part this day fine weather & a light breeze from E S E steering by the wind heading N' under all sails middle & latter part fine & watch employed in ship duty so ends this day Lat 1.15 S Lon 143.50 W

Monday March 15 the 1869

First part this day fine weather & a light breeze from E N E steering by the wind heading N under all sails middle part fine latter part so will look in the light sail so ends this day.

Lat 2.48 N Lon 144.54 W

Tuesday March 16 the 1869

First part this 24 hours fine weather & a light breeze from E N E steering by the wind heading N W E under all sails middle & latter part a gale & rain light air from the E S E steering N W E winds

Wednesday March 17 the 1869

First part this day frequent squalls of rain & clam middle & latter part a gale & a light breeze from E S E steering by the wind heading N so ends this day

Thursday March 18 the 1869

First part this day squall & a fresh breeze from E by S steering N by E under all sails middle & latter part frequent squalls of rain much employed ship and

Lat 1.30 N Lon 144.17 W

Friday March 19 the 1869

First part this day fine weather & a fresh breeze from N E by E steering by the wind heading N by W under all sails middle & latter part squall & rain the watch employed ship did not

Lat 1.43 N Lon 144.45 W

Saturday March 20 the 1869

First part this day thick & hazy & a fresh breeze from E by S steering N by W under all sails middle & latter part strong wind & steering N W by S at 6 A M start in light sail so ends

Lat 1.25 N Lon 144.64 W

Sunday March 21st the 1869

First part this day hazy & a strong
breeze from N'E by E steering N'W
under all sails middle & lower middle
latter part usually so ends this day

Lat 15.04 N Lon 147.26 E

Monday March 22nd the 1869

First part this day fine weather & a
strong wind from N'E by E steering N'E
& lower all sails middle & latter part
fine & much employed ship duty so ends

Lat 16.48 N Lon 148.54 E

Tuesday March 23rd the 1869

First part this day fine weather & a
light breeze from E N'E steering N'W
under all sails middle & latter part fine
& much employed ship duty so ends this day

Lat 18.24 N Lon 150.51 E

Wednesday March 24th the 1869

First part this day fine weather & a
fresh breeze from N'E steering N'W
under all sails middle & latter part
fine & steering W'S'W' so ends this day

Lat 19.57 N Lon 152.53 E

Thursday March 25th the 1869

First part this day usually a fresh
breeze from N'E steering W'S'W' under
all sails middle & latter part fine & at
8 AM mad compass bearing S W by W about
25 miles so ends this day.

Friday March 26th the 1869

First part this day fine weather &
strong wind from N'E steering in for
the land under all sails middle & latter
part fine & laying up & on a flat rocky bar
getting materials & wood so ends

Saturday March 27th 1869

First part this day fine weather & a light
baffling air from all parts of the compass
& laying off & on at 6pm with jibee & at 6896
the capt came on board & steering turned N
by off middle part from wind latter
part light airs so ends this 24 hours

Sunday March 28th 1869

First part this day fine weather &
light baffling airs steering NW by W & at
dark rain at point bearing NE by W 1/2 W
distant 45 miles middle & latter part fine
& at 8 AM the capt went a shore at Glou
ster so ends this 24 hours

Monday March 29th 1869

First part this day fine weather &
a strong wind from N E laying off &
on at Gloucester middle & latter part
fine & all hand employed in getting of
Bread & some other things so ends this day

Tuesday March 30th 1869

First part this day squally & a strong
wind from N E & laying off & on at
Gloucester middle & latter part fine
~~middle & latter~~ & a strong wind from
N E laying off & on at Gloucester so ends

Wednesday March 31th 1869

First part this day fine weather &
strong wind from N E laying off &
on at Gloucester under double reefs
toprails & courses 4 PM took in the main &
jib sail & latter part a strong wind
& squally laying off & on at Gloucester so ends

Thursday April 1st 1869

First part of this day fine weather
& a strong wind from N E laying
off & on at Gloucester & middle &
latter part fine so ends this 24 hours

Frida^j April 2nd 1869

First part this day fine weather & a
strong wind from N^E laying off
on E^SE. Steaming off
out of & back of W bound. To the
starboard ocean middle & latter part
fine & bearing N^W so ends this 24 hours

Aftrd April 3rd 1869

First part this day fine weather & a
fresh breeze from E^{SE} & steering S^W
under all sail, middle & latter part
fine & a fresh breeze from N^E by N^W
steering by the wind heading N^W by N^E

Lat 24.10 N Lon 162.25 W

Sunday April 4th 1869

First part this day squally & a fresh
wind from N^E by E & steering by the wind
heading N^W by N^E and so we took in
the light sails middle part about
the same latter part more moderate
& with the light sails so ends this day.

Lat 24.36 N Lon 162.00 W

Monday April 5th 1869

First part this day fine weather & a
fresh breeze from N^E by E & steering
by the wind heading N^W by N^E under
all sail, middle & latter part fine.
Steering N^W & each end of a m^l scarring
the fore top sail so ends this 24 hours

Tuesday April 6th 1869

First part this 24 hours fine weather
& a light air from N^E steering N^W
under all sail & a 4 ft. wave in a
low l^o sail & middle & latter part
fine & light & huffing wind blowing
N^W & won't stop & so disappears
the fore top sail so ends this day

Wednesday April 7 the 1869

First part of the day fine & other day
light breeze from N'W steering C
the wind heading off under all sails
middle & latter part fine & a light
breeze airs & much employed in
repairing sails so ends this 24 hours

Thursday April 8 the 1869

First part this 24 hours fine weather
& a light breeze from S'W steering
S'W under all sail's middle & latter
part fine & a fresh breeze from S'W
& much employed in repairing the
sails so ends this 24 hours

Fat 27.52. St Fin 163.16 W

Friday April 9 the 1869

First part this day hazy & a
strong breeze from S'W steering
S'W under all sail's middle &
latter part fine & much employed
in setting up the more rigging so ends

Saturday April 10 the 1869

First part this day small & a
fresh breeze from S'W steering N'W
under all sail's middle part fine
latter part small & a strong wind
from N'W & at 8 AM double reefed the
topsails & hoisted the jib & mainsail
& at 11 AM reefed the mainsail so ends

Sunday April 11 the 1869

First part this day thick & rainy
& a strong wind from S'W steering
N'W & at 4 PM took the reefs out of
the topsail & set the jib & middle
& latter part small & a strong wind
& at 6 AM double reefed the topsail
& hoisted the jib & mainsail so ends

Bark Arrowhead

Monday April 12th 1869

Fair part. This day fine weather & a strong wind from N' off steering of the wind heading N'E under a whole main topsail & a double reef fore. Topsail & courses & jib middle part down latter part light air from S E steering W' N' off under all sail & much employed in tacking sails & other duty so ends this day

Tuesday April 13th 1869

Fair part this day fine weather & a light breeze from S S E steering W' N' off under all sail, & same one finback middle part fine latter part thick & rainy so ends the day

Wednesday April 14th 1869

Fair part this day thick & rainy & a strong wind from South & steering E' W' off W' under all sails middle & latter part thick & rainy & a strong wind from S W' & steering S' of W' under whole topsails so ends

Thursday April 15th 1869

Fair part this day thick & rainy & a strong wind from S W' steering N' W' off S' under whole topsails & courses middle & latter part thick & rainy so ends this 24 hours

Friday April 16th 1869

Fair part this day thick & rainy & a gale force wind from S steering N' W' at 4 AM the wind had to the S W' steering N' W' under all sails middle & latter part a moderate gale at 10 AM the wind had to the N' W' under a close reef main topsail & fore sail Sat 4 P.M Lon 169 33 W

Borned To The Arctic Ocean

Saturday April 17th 1868

First part this day squall & a strong wind from N by W & at 5 PM tack ship heading S by W & at 8 AM turn on reef out of Topail & turn the reef out of the Foreail middle & latter part fine stamp of the wind on opposite tacks so ends

Sunday April 18th 1868

First part this day fine weather & a fresh breeze from WSW steering by the wind heading W under whole Topsails & courses middle & latter part fine & calm so ends this day.

Lat 42.11 N Lon 168.17 W

Monday April 19th 1868

First part this day light breeze from South & steering W by E so & at 6 PM strong breeze & took in the fly-jib & fore-reef the Fore Topail middle & latter part fresh gale from WSW laying it under a close reef main Topail so ends

Lat 43.17 N

Tuesday April 20th 1868

First part this day frequent squalls & a strong gale from WSW laying under a close reef main Topail & heading N by E middle & latter part thick & raining & a strong wind from E & steering W by S so ends

Wednesday April 21st 1868

First part this day thick & rain & a fresh gale from E & steering W by S & at 2 PM a close reef fore Topail & reefed the Foreail & at 4 PM close reefed the main Topail middle & latter part fresh gale from N by E & at 2 AM lay to by the wind under a close reef main Topail & stayail so ends the 26 hours

Thursday April 22 the 1869
First part this day frequent squalls
& a fresh gale from WSWW & lasing
to under a close reef main Topsail
& staysails heading N middle & latter
part about the same & at 9 AM a good
wing main Topsail so ends this 24 hours

Friday April 23 the 1869
First part this day frequent squalls
& a fresh gale from WSWW & lasing to
under a good wing main Topsail & staysail
sails at 6 PM more moderate & last
the main Topsail middle part about
the same latter part a strong gale
from WSWW & at 11 AM a good wing
main Topsail so ends this day.

Lat 44.28 N Lon 170.24 W

Saturday April 24 the 1869
First part this day squalls & a strong
gale from WSWW lasing to under a
good wing main Topsail & at 6 PM
last the main Topsail more moderate
heading NW middle & latter part
more moderate & a strong wind
from South steering W so ends

Sunday April 25 the 1869
First part this day light wind
from SSWW & steering W & at 1 PM
the wind hauls to the SW & snowing
& lashing a gale took in fore Top-
sail & fore sail heading W by S middle
& latter part squalls & a strong
wind from WSWW & steering
of the wind heading SW & SSWG
W under close reef Topsails
& courses so ends this day.

Monday April 26th 1869

This I part this day safely & a
strong wind from $W\frac{1}{2}N\frac{1}{2}W$ steering
by the wind heading $S\frac{1}{2}W$ under double
reef topsails & courses middle part
fresh gale & safely at 3 PM took
in the mamsail & fore Topsail. latter
part was moderate & at the fore Topsail
& mamsail so ends this 24 hours

Lat 43.12 N Lon 172.40 W

Tuesday April 27th 1869

First part this day fresh breeze from
 $W\frac{1}{2}N\frac{1}{2}W$ & steering by the wind heading
 $S\frac{1}{2}W$ under double reefs Topsails & courses
& at 3 PM the wind haul to the $S\frac{1}{2}W$
& were ship heading $N\frac{1}{2}W$ by W moderate
part strong wind from the South
steering $N\frac{1}{2}W$ under close reef Tops-
ails latter part thick & raining &
a fresh gale from $W\frac{1}{2}S\frac{1}{2}W$ & at 9 AM
took in the fore sail & goose wing
main Topsail so ends this 24 hours

Wednesday April 28th 1869

First part this day safely & a
fresh gale from $W\frac{1}{2}S\frac{1}{2}W$ & laying
to under a goose wing main Topsail
heading $N\frac{1}{2}W$ middle & latter part
moderate & at 7 AM sat a reef
foresail & at 9 AM the wind haul to the
 $W\frac{1}{2}N\frac{1}{2}W$ & were ship heading $S\frac{1}{2}W$ so ends

Thursday April 29th 1869

First part this day safely & a
fresh gale from $N\frac{1}{2}W$ by W & laying
to under close reef main Topsail &
foresail & at 6 AM was moderate &
at the fore Topsail middle & latter
part moderate & at 11 AM the wind haul to
 $S\frac{1}{2}W$ & were ship so ends this 24 hours

Friday April 30th 1869

First part this day fine weather & a light breeze from South & steering N W under all sails middle & latter part thick & hazy weather steering N W by W so ends this 24 hours

Lat 45.38 N Lon 175.00 W

Saturday May 1st 1869

First part this day thick weather & a fresh breeze from SSW steering N W by W under all sails middle & latter part strong wind from W SW & steering NW by W & at 2 AM took in the light sails & double reefed the topsails so ends this 24 hours

Lat 48.04 N Lon 175.30 W

Sunday May 2nd 1869

First part this day hazy & a strong wind from W & steering NW by W under double reefs topsails & courses & jib middle & latter part fresh gale & at 8 AM the wind haul'd to the N & took in the fore topsail & fore sail & hove to heading NW by W & at 10 do goose wing main topsail so ends

Monday May 3rd 1869

first part this day squally & a fresh gale from W laying to under a goose wing main topsail heading NW by W middle & latter part thick & raining so ends this 24 hours

Lat 50.42 N Lon 174.00 W

Tuesday May 4th 1869

First part this day more moderate the wind from W & at 5 PM keep off E by N under a close reef main topsail & fore sail middle & latter part about the same so end Lat 51.07 N Lon 173.10 W

Wednesday May 5th 1869

First part this day unusually & a
strong breeze from N^E W^S laying
the wind under a gale, wing main topsail
& at 6 PM had the main topsail worn
ship heading S^E W^N of S middle & latter
part more moderate & at 5^o AM wore ship
heading N^E W^S & at 8 AM sat the fore topsail
& foreail & mainsail & jib so ends this day

Latt 51.16 N Lon 172.37 W

Thursday May 6th 1869

First part this day gally & a strong
wind from N^E W^S & steering by the wind
heading N^E E under double reef topsails
& jib & came at dark took in the courses &
jib & wore ship heading W^S E middle
& latter part more moderate & at 3 AM
wore ship heading N^E E & at 8 AM made
one of the Fox Island & at 11 AM made
Seguam Island bearing N^N W^S distant
35 miles so ends this 24 hours

Friday May 7th 1869

First part this day gally & a fresh
breeze from N^E W^S & steering by the
wind heading N^E E under all sails
& at 3 PM took in the light sails &
at 6 do sat them again & at 7 PM
East point of Seguam Island bearing
N^E W^S distant 15 miles middle & latter
part about the same & steering by the
wind on opposite tack so ends it to

Saturday May 8th 1869

First part this day gally & a fresh
breeze from N^E W^S & steering by
the wind heading N^E E under all
sails & middle & latter part about the
same & the fox island in sight distant
25 miles steering by the wind on opposite tack

Sunday May 9 the 1869

First part this day equally a strong wind from N W by W & steering by the wind bearing N by E under a whale main Topail & a double reef Fore Topail & jib & courses middle part strong wind & on appearance backs latter part light breeze & at 9 A.M. the wind hauls to the E N E & bearing N W by W so ends

Monday May 10 the 1869

First part this day equally a fresh breeze from E N E & bearing N W by W under all sails middle & latter part fresh gale bearing N W by W under a double reef main Topail & a close reef Fore Topail & fore sail so ends this day

Tuesday May 11 the 1869

First part this day thick & squalls & a fresh gale from N E by E & steering N W by N under a double reef main Topail & close reef Fore Topail & fore sail middle & latter part more moderate & at 1 P.M. saw the jib & turn one reef & off the fore Topail & said the main sail & at 20 do turn the reefs out of the Topail & said the eight sails so ends this 24 hours

Lat 58° 12' N Lon 178.5° W

Wednesday May 12 the 1869

First part this day clear weather & a fresh breeze from N by E & steering by the wind bearing N W by W & at 1 P.M. took in the light sails & at 2.30 made the ice middle & latter part light breeze & steering by the wind bearing N by E so ends this day

Lat 59.04 N Lon 177.24 E

Thursday May 13 the 1869

First part this day fine weather & a light breeze from NW W & steering by the wind heading W under all sails & running through ice middle & latter part fine & at 7 A M saw 6 sail & at 10 do & spoke Bark Henry Labor of New Bedford so ends this 24 hours

Friday May 14 the 1869

First part this day fine weather & a fresh wind from E N E & steering by the wind on opposite tacks & at 4 P M took in the lights & sails & furled the courses middle & latter part wind weather & a strong wind from N E steering by the wind on opposite tacks so ends this day

Saturday May 15 the 1869

First part this day thick & snowing & a fresh breeze from N E steering by the wind on opposite tacks & under double reefed topsails middle & latter part thick & snowing steering by the wind on opposite tack along the ice saw 7 sail so ends this 24 hours

Sunday May 16 the 1869

First part this day thick & snowing & a strong wind from N E steering by the wind on opposite tacks along the ice middle & latter part about the same with lesser double reefed topsail saw 5 sail so ends this 24 hours

Monday May 17 the 1869

First part this day thick & snowing & a strong wind from N E steering by the wind on opposite tack middle & latter part about the same steering by the wind on opposite tacks so ends this 24 hours

Wednesday May 18 the 1869

First part this day thick weather & a strong wind from N N E steering by the wind on opposite tacks middle & latter part fine & steering by the wind on opposite tacks along the ice so ends

Wednesday May 19 the 1869

First part this day fine weather & a fresh breeze from W N W & steering by the wind on opposite tacks middle & latter part fine steering by the wind on opposite tacks so ends this day

Lat 58° 34' N Lon 175° E

Thursday May 20 the 1869

First part this day fine weather & a light breeze from W S W steering various courses along the ice to the Eastward middle & latter part fine so ends

Friday May 21 the 1869

First part this day fine weather & a light breeze from W N W steering along the ice to the Eastward under all sail middle & latter part fine laying with the head yards aback so ends

Saturday May 22 the 1869

First part this day fine weather & a light breeze from W S W steering with the fore topsail aback on opposite tacks along the ice middle & latter part fine & at daylight keep of along the ice to the North & Eastward starboard so ends this 24 hours

Sunday May 23 the 1869

First part this 24 hours fine weather & a light breeze from South steering along the ice to the Eastward middle & latter part about the same so ends

Monday May 24th 1869

First part this day fine weather & a fresh breeze from S E & steering by the wind heading SSW under all sails & at 7 P.M. took in the light sails & purled the corves middle & latter part foggy & a fresh breeze from ESE steering by the wind on opposite tacks so ends this 24 hours

Tuesday May 25th 1869

First part this day foggy & a light breeze from ESE steering by the wind on opposite tacks under double reef Topsails middle & latter part thick & snowing strong wind from S E steering by the wind on opposite tacks so ends

Wednesday May 26th 1869

First part this day thick snow storm & a fresh gale from S E steering by the wind on opposite tacks & at 3 PM close reefed the Top-sails & at 7 PM more moderate middle & latter part light breeze from South steering by the wind thick fog at 7 AM turn one reef out of the Top-sails & set the jib so ends this day

Thursday May 27th 1869

First part this day thick fog & a light breeze from South & at 4 PM a wore ship heading E by S under double reefs Topsails & jib middle & latter part more moderate steering by the wind on opposite tacks so ends this 24 hours

Friday May 28th 1869

This part this day thick weather & a light breeze from SSW & carrying through the ice to the North & W mid & latter part about the same so ends

Fatherday May 29 the 1869

First part this day thick fog & a light breeze from N' laying with the fore topsail aback heading to the eastward middle part thick latter part clear & a light breeze from WSW off steering by the wind on opposite tacks so ends this 24 hours

Sunday May 30 the 1869

First part this day foggy & a light breeze from SW off steering by the wind on opposite tacks & at 3 PM haul back the fore topsail middle & latter part thick fog & laying with the fore topsail aback so ends this day

Monday May 31 the 1869

First part this day thick fog & a light breeze from WSW laying with the heads yards aback & at 4 PM braced forward heading S middle & latter part about the same laying with the fore topsail aback so ends

Tuesday June 1 the 1869

First part this day thick fog & a light breeze from SW & laying with the fore topsail aback under whale topsails heading WSW middle & latter part clear & steering by the wind on opposite tacks so ends the day

Latt 60.04 N Lon 177.00 E

Wednesday June 2 the 1869

First part this day thick weather & a light breeze from E to S & steering by the wind heading SW by E under all sails middle & latter part about the same & at 9 AM saw a dead whale & took the whale to the ship to commence cutting so ends this day

Thursday June 3rd 1869

First part this day fine weather & a fresh breeze from NNE & at 4 PM finish cutting & at 10 AM foggy, laying with the fore topsail aback heading E middle & latter part foggy & at 11 AM commence boating so ends this day

Friday June 4th 1869

First part this day fine weather & a light breeze from NNW & steering by the wind on opposite tack middle & latter part fine steering by the wind on opposite tack under double reef topsails & at 7 AM saw three sail so ends

Saturday June 5th 1869

First part this day fine weather & a light breeze from NNE steering by the wind boating E under double reef topsails & at 4 PM finish boating middle & latter part fine all hands employed in hoisting down so ends this 24 hours

Sunday June 6th 1869

First part this day fine weather & a light breeze from NNE steering by the wind heading NW saw 5 sail middle & latter part fine steering by the wind on opposite tack the latter steered down 73 miles so ends this day

Monday June 7th 1869

First part this day fine weather & a fresh breeze from WSW steering by the wind on opposite tack the sea & at 4 PM entered the sea & at 10 AM got through in clear water & at 12 PM foggy & came up to sea & layed back till noon & left sea & went this day

Tuesday June 8th 1869
First part this day thick weather
& a fresh breeze from WSW steering.
Sails all sails middle & latter
part N.E. wind from SSW steering
by the wind on opposite tacks &
at 10 AM seen St. so ends this day

Wednesday June 9th 1869
First part this day thick & a
light breeze from S E & steering by
the wind on opposite tacks among the
ice middle & latter part foggy &
a fresh breeze from ENE steering
by the wind on opposite tacks so ends

Thursday June 10th 1869
First part this day foggy & a
fresh breeze from NW steering by
the wind on opposite tacks among
the ice middle part clam. latter part
light airs from SW. S & E & N.W. made
the land cape Alvarin bearing N.E. distant
40 miles so ends this 24 hours

Friday June 11th 1869
First part this day fine weather
& a light breeze from SW S & all
is N.W. keep of N.E. by running among
the ice & middle & latter part fine
& a light breeze from W. steering
by the wind heading N.W. so ends

Saturday June 12th 1869
First part fine weather & a light
breeze from W. steering by the
wind heading NW under all
sails & the land bearing from N.E.
to N.W. distant 25 miles middle
& latter part fine running through
the ice & each employed in repairing
sails so ends this 24 hours

Sunday June 13 the 1869

First part this day fine weather & a
light air from S by SE under all sail
& the land bearing from N E to NW
- late part fine & calm at 11 AM saw
a bowhead & covered all the boats for
this did not see the whale again so ended

Monday June 14 the 1869

First part this day fine weather &
a light breeze from N E by N steering
by the wind heading E by S under all
sails & at 6 AM foggy cape Marvin bearing
N N E distant 20 miles middle & latter
part thick weather & a strong wind
from S E steering by the wind on opposite
tack among the ice & at 11 AM took in
the light sails so ends this 24 hours

Tuesday June 15 the 1869

Commence this day with thick weather
& rain & a strong wind from S E
steering by the wind on opposite
tacks & at 2 PM the clouds cleared the
horizon & took in the lower middle
& latter part foggy & a strong wind
& at 4 AM saw a lead bowhead & at 6
took the whale to the ship & commence
culling so ends this 24 hours

Wednesday June 16 the 1869

First part this day foggy & a strong wind
from N E & at 10 AM finish culling & at
5 PM fine weather & a light breeze from
N W steering by the wind on opposite tacks
among the ice middle & latter part fine
& whale enclosed in boating so ends

Fridaay June 17 the 1869

First part this day fine weather & a light breeze from S' E bearing S' E under all sails middle & latter part fine & much employed in bearing & at 4 P.M. inest. hoisting so ends

Saturday June 18 the 1869

First part this day fine weather & a rising wind from South steering S' E at 6 A.M. up to E by the wind heading E by S' E & point on the Lee bow middle & latter part fine sailing various eases along the Lee & all hands employed in bearing down so ends

Sunday June 19 the 1869

First part this 24 hours thick weather & a fresh breeze from South & steering along the Lee to the North & Eastward & at 6 P.M. finish steering down the whale hauled down 44 stbles & at 7 P.M. made

off Lawrence Island bearing E by N distant 15 miles middle part foggy & latter part about the same so ends

Monday June 20 the 1869

First part this day fine weather & a light breeze from W' W' E bearing E by the wind on opposite tacks & middle & latter part about the same so ends this 24 hours

Tuesday June 21 the 1869

Second part this day fine weather & a fresh breeze from North under all sails steering by the wind on opposite tacks middle & latter part haze & a strong wind from North steering by the wind on opposite tacks & this night so ends this day

Tuesday June 22nd 1869

First part this day hazy & a strong
wind from N steering by the wind
bearing NW & at 1 PM took in
the light sails middle & last part
in a strong wind from N.E. N.
steering by the wind on opposite tacks

Wednesday June 23rd 1869

First part there 24 hours fine weather
& a strong wind from N.E. by N steering
by the wind on opposite tacks & at 6
PM took in the light sails middle
& latter part fine weather & a strong
wind N.E. bearing by the wind on op-
posite tacks so ends this 24 hours

Thursday June 24th 1869

First part this day fine weather &
a strong wind from N.E. by N steering
by the wind on opposite tacks & at
Lawrence left bearing SW distant
15 miles middle & latter part fine
steering by the wind on opposite tacks

Friday June 25th 1869

First part this day fine weather
& a light breeze from S.S.E. bearing
N.E. by N to S under all sails & the
Dorade bearing W.E. distant 25 miles
middle & latter part fresh gale from
W.N.E. steering by the wind on opposite
tacks so ends this 24 hours

Saturday June 26th 1869

First part this day a fresh gale from
W.N.E. at 1 PM came at anchor at St
Lawrence, lying in 4 fathoms water & all
hands employed in getting water & at 5 PM
brought a boat boat & covered all the boats
within St Georges middle & latter part
light breeze & wind N.E. by N

Sunday June 27 the 1869
first part this day nice weather & a
light breeze from the South & at
3 PM took the anchor & at 7 PM steering
N E by N & Island Diomedes herring N & E by
E distant 20 miles middle & latter part
fine & light hafeling air so ends this day

Monday June 28 the 1869
first part this day thick & rainy
& a fresh breeze from S W by W steering
by the wind on opposite tack & at 3
PM came East herring South distant
8 miles middle & latter part fine
steering by the wind on opposite
tack & now & sails so ends this day

Tuesday June 29 the 1869
first part this day fine weather
& a light breeze from N E by E &
steering various courses under all
sails middle & latter part fine & light
air from S E & steering N by W along
the line so ends this 24 hours

Wednesday June 30 the 1869
first part this day fine weather
& a light breeze from S E & steering
various courses along the line to the
North & Eastward middle & latter
part fine & at 3 AM lowered two
boats for Walrus & got three - so ends

Thursday July 1 the 1869
first part this day fine weather
& a light wind from W & steering
various courses & at 6 AM fogg'd & took
in the light sails & gaff to heading
S E by S middle & latter part fogg'd
steering by the wind on opposite
tack so ends this 24 hours

Friday July 2nd 1869

First part this day thick weather & a fresh breeze from W. steering by the wind on opposite tacks & at 2 PM lowered all the boats for walrus & got 12 middle & latter part fine & all hands employed in getting walriss soons

Saturday July 3rd 1869

First part this day fine weather & a light breeze from NW & W & at 7 PM the boats came on board S B got 4 walriss & L B 4 & W B 8 BB 10 & at 8 do keep of NW & middle & latter part strong wind & foggy so ends

Sunday July 4th 1869

First part this day foggy & a strong wind from NW & W steering by the wind reading N. under double reef topsails & full middle & latter part fine & light baffling airs. steering NW & so ends this 24 hours.

Monday July 5th 1869

First part this day fine weather & a light breeze from N & E steering by the wind on opposite tacks under all sails middle & latter part thick & rainy & steering NW & W so ends

Tuesday July 6th 1869

First part this day foggy & a fresh breeze from NW & E bearing with the fore yard aback & middle & latter part foggy & at 8 lowered all the boats & got 18 walriss so ends this 24 hours

Wednesday July 7th 1869

First part fine weather & a light breeze from S & E. at 6 pm was engaged in getting walriss middle sail fine latter part thick weather so ends this 24 hours

Thursday July 8th 1869

First part this day thick weather
a strong wind from NW steering
up the wind on opposite tacks & in the
Ice middle & latter part thick & snowing
laying with the fore topsail aback

Friday July 9th 1869

First part this day thick & snowing
& a fresh breeze from WNW & steering
along the ice to the N & Eastward
& at 3 PM saw 20 Malines & covered
all the boats & got 6 Malines middle
& latter part fine & a light breeze from
South so ends this day

Saturday July 10th 1869

First part this day fine weather
& a light breeze from South &
middle & latter part strong
wind from SSW steering by the
wind on opposite tacks so ends

Sunday July 11

First part this day clear weather
& a strong wind from South & steering
up the wind on opposite tacks middle
& latter part thick & raining so ends

Monday July 12th 1869

First part this day thick weather
& a calm & at 6 AM light breeze from
N laying with the fore topsail aback
middle & latter thick & rain & at 3 AM saw
some Malines & covered all the boats & got 4

Tuesday July 13th 1869

First part this day thick fog laying
with the fore topsail aback & a fresh breeze
from SSE middle & latter part
thick & rain & a strong wind from
South & steering up the ice

Wednesday July 14 the 1869
First part this day clear weather &
a north wind from SSW steering
by the wind an opposite tack sailing middle
& latter part fine & steering by the wind
in opposite tack so ends this 24 hours

Thursday July 15 the 1869
First part this day fine weather
& a fresh breeze from SSW steering
by the wind in opposite tack sailing
sails middle & latter part fine & steering
NNE & under all sails so ends this 24 hours

Friday July 16 the 1869

First part this day thick weather &
a fresh breeze from SSW by S under all
sails under all sails & at 6 PM took in
the light sails & luff N by E. The wind
heading E by N middle & latter part
thick & rainy & at 5 AM keel up N under
all sails so ends this 24 hours

Saturday July 17 the 1869

First part this day fine weather
& a fresh breeze from SSW steering
N E under all sails & at 7 PM took
in the light sails & at 5 PM common
voiling middle & latter part fine
& much employed in boating Walrus round

Sunday July 18 the 1869

First part this day fine weather &
a light breeze from the SW SSW & steering
by the wind heading S & at 3 PM sail
the land morning E NE distant 15 miles
& at 9 AM fresh gale from S steering
by the wind heading SW SSW under a
clear sky were no sail & a double
reef main top sail middle & latter part
a reef & the same as in the day

Monday July 17 the 1869

First part this day thick & rainy &
a strong wind from N by W & steering
by the wind heading South under
a double reef main topgall & a close
up fore topgall middle & lower part
& all hands employed in stowing down
hail oil 105. Haws stowed down 84 bbls
oil so ends this 24 hours

Tuesday July 18 the 1869

First part this day fine weather &
a light breeze from N by W & steering
by the wind heading W by N under
full sail middle part light breeze
from E & steering S W latter part fresh
breeze from S by E & steering by the
wind heading S by E W so ends

Wednesday July 19 the 1869

First part this day thick weather
& a fresh breeze from S by E steering
by the wind along the ice & at 6
PM took in the light sail middle
& latter part thick & rainy & a strong
wind from S & steering by the wind on
opposite tacks no ends this 24 hours

Thursday July 20 the 1869

First part this day fine weather &
a fresh breeze from E & steering by the
wind on opposite tacks along the ice
middle & latter part frequent small
of snow so ends this 24 hours

Friday July 21 the 1869

First part this day frequent & with
a snow & a fresh breeze from N
& steering by the wind on opposite tacks
middle & latter part about the same
so ends by the wind on opposite tacks

Saturday July 24 the 1869

First part this day frequent signals
of snow & a strong wind from W steering
by the wind on opposite tack along
the sea middle & latter part fine steering
by the wind on opposite tacks so ends

Sunday July 25 the 1869

First part this day fine weather
& a fresh breeze from NW & at 10 A.M.
keeps off NE under all sails middle
& latter part fine & a fresh breeze
from SW & steering to the North &
Eastward along the sea so ends this day

Monday July 26 the 1869

First part this day fine weather
& a fresh breeze from SW the
wind in opposite tacks & so
sails in right middle & latter part
fresh winds & a light breeze from
W & off opposite tacks so ends this day

Tuesday July 27 the 1869

First part this day thick fog & a
fresh breeze from NW & at 2 P.M. clear
& steering by the wind on opposite tacks
middle & latter part fine steering by
the wind on opposite tacks so ends

Wednesday July 28 the 1869

First part this day fine weather
& a light breeze from NW & steering
by the wind on opposite tacks
along the sea middle & latter part
fine & steering by the wind on opposite tacks so ends

Thursday July 29 the 1869

First part this day thick & rainy & a
fresh breeze from E steering by the wind
on opposite tacks middle part thick &
rainy latter part fine so ends this day

Friday July 30 the 1869

First part this day fine weather & a light breeze from SSW steering by the wind on opposite tacks & at 7 PM the land the East shore bearing & distant 10 miles middle & latter part thick fog laying with the fore topsail aback in 15 fathoms water so ends

Saturday 31 the 1869

First part this day thick fog & a light breeze from SW off & laying with the fore topsail aback heading NE in 15 fathoms water middle & latter part foggy & a fresh breeze from NNE laying with the fore topsail aback so ends this 24 hours

Sunday August 1 the 1869

First part this day fine weather & a fresh wind from NW E & steering by the wind along the ice & at 2 PM took in the light sails & a 4 o'clock double reef the fore topsail & at 6 o'clock the land in sight bearing ENE distant 10 miles middle & latter part fine steering by the wind on opposite tacks so ends

Monday August 2 the 1869

First part this day fine weather & a strong wind from SSE steering by the wind on opposite tacks & at 6 PM keep of SSE under double reef topsails middle & latter part fine so ends

Tuesday August 3 the 1869

First part this day fine weather & a fresh breeze from SW steering by the wind heading SSW & the land in sight bearing NNE to SW distant 10 miles at 7 PM wind & sea very about the same so ends

Wednesday Aug 24 the 1869

First part this day thick weather & a light breeze from N.W. steering by the wind heading N under all sail's middle part thick laping with the fore topsail aback & in part light airs from N steering by the wind on opposite jacks along the ice so ends this 24 hours

I add 7.0.2 N

Thursday August 25 the 1869

First part - This day thick weather & snowing & a light breeze from N.W. lapping with the fore topsail aback heading N.E. if N & at 3 PM saw the Bark Aurora boats down chasing above head middle part light breeze latter part a fresh gale from N.W. & a thick snow storm & at 10 took in the fore topsail & close reef the main topsail & in 18 fathoms water so ends

Friday August 26 the 1869

First part this day thick & snowing & a fresh gale from N.W. lapping to under a close reef main topsail & staysails on opposite jacks middle & latter part thick fog & steering by the wind on opposite jacks so ends

Saturday August 27 the 1869

First part this day thick & raining & a fresh breeze from N.W. steering by the wind on opposite jacks under all sail's latter part fine & a light bailing air steering by the wind on opposite jacks so ends

Sunday August 28 the 1869

First part fine weather & a fresh breeze from N.W. steering by the wind on opposite jacks middle & latter part fine & ends

Monday August 9th 1869

First part this day foggy & a fresh breeze from N' N' Wth lapping with fore topsail aback an opposite tack to middle & latter part thick weather & a fresh breeze from N' N' E steering by the wind on opposite tacks & at 16 AM get cap in sight bearing N' E by E distant 10 miles & 3/4 sail in sight so ends this day.

Tuesday August 10th 1869

First part this day thick weather & a fresh breeze from E N' E & steering the wind on opposite tacks a long time middle & latter part fine steering by the wind on opposite tacks so ends

Wednesday August 11th 1869

First part this day fine weather & a fresh breeze from N' E by E & steering by the wind on opposite tacks & at 5 PM get cap bearing S S E distant 15 miles middle & latter part fine lapping with fore topsail aback so ends

Thursday August 12th

First part this day fine weather & a light air from N' N' E steering by the wind on opposite tacks middle & latter part fine lapping with fore topsail aback so ends this 24 hours

Friday August 13th 1869

First part this day clear & fine weather & land in sight bearing N E distant 15 miles middle part lapping with fore topsail aback latter part fine steering by the wind on opposite tacks & at 11 AM saw a small head & covered all the boats with cut success so ends

Saturday August 14 the 1868

First part this day fine weather & a light breeze from N W laying with the fore top sail aback middle & latter part fine & at 3 PM kept up N S along the ice saw 30 sails & at 11 PM left No with the fore yard aback so ends this 24 hours

Sunday August 15 the 1868

First part this day fine weather & a fresh breeze N laying with the fore top sail aback heading W N E middle & latter part thick & a fresh breeze from N N E laying with the fore topsail aback on opposite tacks so ends

Monday August 16 the 1868

First part this day foggy & a fresh breeze from N N E laying with the fore topsail aback on opposite tacks along the ice middle & latter part about the same so ends this 24 hours

Tuesday August 17 the 1868

First part this day foggy & a light breeze from N N E laying with the fore topsail aback along the ice on opposite tacks middle & latter part a bout the same so ends this 24 hours

Wednesday August 18 the 1868

First part this day thick fog & laying with the fore topsail aback & at 7 PM clear & a fresh breeze from N E & middle & latter part fine clearing of the wind on opposite tacks so ends

Thursday August 19 the 1868

First part this day fine weather & a fresh breeze from E N E laying by the wind on opposite tacks along the ice middle & latter thick & rainy & a fresh N E wind & ends this 24 hours

Friday August 20th 1869
First part this day thick & rainy & a
fresh wind from N & E under double
topsails steering by the wind on
an outside tack along the ice & at 3 PM
the land in sight bearing E N E distant
in middle & latter part thick &
light airs from N E so ends this 24 hours

Saturday August 21th 1869
First part this day fine weather & a
light breeze from N E laying with the
topsail aback between the ice & land
& at 5 PM saw a devil fish & lowered
all the boats without success middle
part foggy & a clam latter part clam
& foggy so ends this 24 hours

Sunday August 22th 1869
First part this day fine weather
& a light breeze from N E steering
by the wind between the ice & land
middle & latter part thick & rainy &
a light breeze from S steering by the
wind among the ice & sea Horse Island
bearing E distant 4 miles so ends

Monday August 23th 1869
First part this day thick weather
& a light airs from N E & steering
S W under all sails & at 10 AM let go
the anchor for sea Horse Island
in 12 fathoms water middle & latter
part thick & rainy & clam so ends

Tuesday August 24th 1869
First part this day thick weather
& a light airs from N E & at 1 PM took the
anchor & steered S W along the ice middle
& latter part foggy & at 1 PM came at anchor
in 17 fathoms water so ends this day

Wednesday August 25th 1869

First part this day fine weather & a light air from the North & at 10th took the anchor & keep of along the Land to the SSW middle & latter part thick & a fresh breeze from NE steering W by N under all sails so ends

Thursday August 26th 1869

First part this day fine weather & a fresh breeze from NW & steering N along the Ice under all sails middle & latter part thick weather & a strong wind from NE & steering along the Ice to the West so ends

Friday August 27th 1869

First part this day thick weather & a strong wind from N & steering by the wind on opposite tacks middle & latter part thick & snowing & a moderate gale under close reef Topsails on opposite tacks

Saturday August 28th 1869

First part this day fresh gale from N & laying to under Star sails on opposite tacks middle & latter part fresh gale & laying to under Star sails on opposite tacks so ends this day

Sunday August 29th 1869

First part this day fresh gale from N & snowing & laying to under Star sails & at 9th PM wore ship & set the main Topsail close reefed middle & latter part about the same & at 10th PM saw a sail so small

Lat 71.38 N Lon 167.27 W

Monday August 30th 1869

First part this day thick & snowing & a fresh gale from N & laying to under close reef main Topsail & starboard middle & latter part about the same

Tuesday August 31 the 1869

First part this day thick & snowing
& a fresh gale from N E laying to under
a close reef main topsail & ~~the~~ staysails
middle & latter part about the same
lazing. It is an opposite tack so ends

Wednesday September 1st 1869

First part this day clear weather &
a fresh gale from N E laying to
under a close reef main topsail &
staysails middle part about the same.
The part more moderate & at 11 P.M.
made all sail & a strong wind from
the North steering by the wind heading
C N E & raw & sails so ends this day.

Lat 71.22 N Lon 167.50 W

Thursday September 2 the 1869

First part this day thick weather
& a fresh breeze from North steering by
the wind heading C N E under whale
topsails & corves middle & latter part
frequent influxes of snow & steering by
the wind heading C S N under all sail
& at 9 A.M. raw & sails so ends this day.

Lat 70.04 N Lon 162.45 W

Friday September 3 the 1869

First part this day frequent squalls
of snow & a strong wind from
N E & steering by the wind on opposite
tacks & at 3 P.M. saw the land bearing
C S E & distant 15 miles middle & latter
part equally steering by the wind on opposite
tacks saw one sail so ends this day

Saturday Sept 4th 1869

Fair first part this day payment & sailors
of stores & a part way from N.E. during
the wind heading N.N.W. under all
sails, & at 1 P.M. saw a boat man going
yacht to the South & at 6 A.M. saw
several sail cutting north & latter part
strong wind & small steering. The
wind on opposite tack so made this day

Guadalupe Sept 5th 1869

Fair first part this day with fair & a
strong wind from N.E. & at 3 P.M.
took in the sail & close reefed the top
gails & at 6 P.M. clear saw 14 sail
& latter part strong wind & small & at 7^o
A.M. saw two boats going up to the wind
ward & steering by the wind on opposite tack
after the whales saw this 24 pieces

Sunday September 6th 1869

This first part this day took weather
& a strong wind from N.W. E. steering
by the wind on opposite tack small
part, rain & snowing - Calm - fair & frequent
sights of whale & steering by the wind on
opposite tack all day this 24 pieces

Tuesday September 7th 1869

Wind of all this day took & snowing
& a strong wind from N.E. steering by the
wind on opposite tack & at 6 P.M. saw
a whale & covered all the boats for
rain without success & wind & calm part
fair & at 10 A.M. saw a boat man & lowered all
the boats for him without success so made

Wednesday September 8th 1869

Fair first part this day fine weather & light
breeze from N.E. steering by the wind on opposite
tack & saw another whale going quite to the
N.W. & at 10 A.M. saw a whale & pro-

Lgalls of snow at 10 am this
Boreas blows quite to the South
& covers all the boats for them without
islands so ends this 24 hours

Tuesday Sept 9th 1869

First part this day thick mist &
a north wind from N'E steering by the
wind on opposite tacks & at 4 PM saw
two whales & lowered two boats for them
in it snow & at 5 PM saw the land
bearing E N'E distant 10 miles middle &
later part fair breeze & steering by the wind
on opposite tacks so ends this day

Wednesday Sept 10th 1869

First part this day frequent gusts
of snow & a fresh breeze from N'E
steering by the wind on opposite tacks
& at 1 PM saw a bowhead & lowered three
boats for him without success & the land
bearing E N'E distant 15 miles middle &
like part thick & snowing & a fresh
wind blowing by the wind on opposite tacks
so ends this 24 hours

Thursday Sept 11th 1869

First part this day thick & snowing
& a fresh breeze from N'E steering by
the wind on opposite tacks & made
up all topsails & cords & at 6 PM clear
wind east bearing E N'E distant 10
miles middle & after fair frequent gusts
of snow & at 8 PM saw number bowheads
& lowered all the boats without success so ends

Friday September 12th 1869

First part this day frequent gusts
of snow & a fresh breeze from N'E & the land
in sight bearing E N'E distant 10 miles middle
& later part frequent gusts of snow & a strong

wind blowing by the wind on opposite tacks &
at 8 AM saw a bowhead & lowered all the boats
for him & got one to the S.B & at 12 noon
took the whale to the ship so ends this day

Monday September 13 the 1869

First part this day frequent squalls of snow
& a strong wind from N.E blowing by the wind
& at 2 PM commence cutting & at 6 PM finish
middle & lower part strong wind & under
double reefs topgallants on opposite tacks & at
9 AM saw number Whales going north
to the windward so ends this 24 hours

Tuesday September 14 the 1869

First part this day frequent squalls
of snow & a strong wind from N.E
blowing by the wind on opposite & at
4 PM saw a whale & lowered three boats
for him & got him to the upper boat
& took the whale to the ship at 11 AM
latter part frequent squalls of snow & at
6 PM commence cutting & at 9 PM finish
cutting so ends this 24 hours

Wednesday Sep 15 the 1869

First part this day thick snow storm
& a light breeze from N.E & at 18th 1/2
saw a whale & lowered two boats with
out success middle part light breeze
from the W. middle & latter part strong
wind & a thick snow storm & at 7 AM
number whales going south to South ice

Thursday Sep 16 the 1869

First part this day frequent squalls
of snow & a strong wind from the W.
under double reefs topgallants & at 4 PM
lowered the boats & got a whale to the B.
B & at 10 commence cutting & at 4 PM finish &
the work completed in boating so ends

Friday September 17 the 1869
First part this day frequent squalls of
snow & a strong wind from N' E steering
by the wind heading N' N' W' under double
reef topsails middle & latter part clear
weather & a strong wind from W' N' W' &
at 10 lowered all the boats for whalers so ends

Saturday September 18 the 1869
First part this day clear weather & a fresh
breeze from N' E & the boats still down chasing
the Whales at 2 PM got a whale to the W' S' B'
& at 5 PM commence cutting & at 10 do finish
middle & latter part fine steering by the wind
on opposite tacks & at 10 AM saw Whaler & lowered
all the boats for them without success & employed
in boiling & Whaling so ends

Sunday Sep 19 the 1869
First part this day fine weather & a
strong breeze from N' E steering by the wind
on opposite tacks under a whole main topsail
& double reef topsail middle & latter
part strong wind from E N' E steering by the
wind on opposite tacks & all hands employed
in boiling & stowing down so ends this 24 hours

Monday Sep 20 the 1869
First part this day clear weather & a strong
wind from N' E & laying with the fore topsail
aback on opposite tacks middle & latter
part about the same & hands
employed in boiling so ends

Tuesday Sep 21 the 1869
First part this strong wind
& frequent of snow from the
Whale hands employed in
boiling & stowing down so ends
this day

Wednesday Sept 22 the 1869

First part this day thick & hazy & a strong wind from NNE & stirring up the water on opposite banks middle latter part fine & at 10 saw a whale & lowered all the boats without success so ends this 24 hours

Thursday Sept 23.

First part this day thick weather & a strong wind from N & at 11 PM took in fore topsail & close reef the main topsail latter part fine light breeze from the south stirring by the wind heading E so ends

Friday Sept 24 the 1869

First part this day thick & rainy & a fresh breeze from the south stirring by the wind on opposite tack at 4 AM saw whales & lowered three boats without success & latter part fine & a light breeze from E & E stirring by the wind heading south & at 10 AM saw whales & lowered three boats without success & each employed in boiling so ends

Saturday Sept 25 the 1869

First part this day fine weather & a light breeze from ESE & at 3 PM saw whales & lowered three boats without success & middle latter part fine & at 4 AM finish boiling & all hands employed in steering & whaling so ends this 24 hours

Sunday Sept 26 the 1869

First part this day clear & fine weather & the land bearing from South WSW & distance 10 miles & at 3 saw whales & lowered two boats for them latter part fine & a light breeze from E & at 7 AM lowered all the boats for

Mandal Sept 27 the 1868

First part this day fine weather & a light breeze from E & the boats still after the usual. & at 3 PM got one to the L S & at 5 PM commence cutting & at 4 do finish the 4 Whales slowed down 355 lbs the land in sight bearing from NE to South distant 5 miles middle & latter part foggy & snowing & a light baffling air so ends

Tuesday Sept 28 the 1868

First part this day thick & snowing & a light baffling air saw number of whales going south to the SW did not cover middle & latter part fine & at 7 AM saw whales & covered all the boats & got one to the W B & at 11 AM took the whale to the ship so ends this day

Wednesday Sept 29 the 1868

First part this day fine weather & a light breeze from East & at 1 PM commence cutting & at 4 do finish & the land in sight bearing NE distant 4 miles middle & latter part pre wind & frequent showers of snow so ends this day

Lat 71.16 N Lon

Thursday Sept 30 the 1868

First part this day thick & frequent snow & a fresh wind from N & steering SE & at 3 PM saw whales & covered all the boats for them without success & at 4 PM commence boiling & the land bearing from N E to SE dis East 4 miles & at 7 PM haul back to top sail wind & latter part frequent & smalls of snow & a fresh breeze under double reefs topmasts steering by the wind on opposite sides & at 10 PM saw a whale & covered all the boats without success 23 miles

Friday October 1st 1869

Fair & part this day frequent
squalls of snow & a strong wind
from N E & steering W W W under
main Topsail & a double reef fore
Topsail & at 7 P M dark. double-reef
the main Topsail & took in the fore
& luff to with the fore Topsail a
bark heading E S E middle & latter
part a fresh gale & at daylight keep
at S W & much employed in boiling down

Saturday October 2nd 1869

Fair & part this day thick & frequent
squalls of snow & a fresh gale from
W E & steering S W G W E W under
double reefs Topsails & at 9 P M finish
boiling middle & latter part fresh gale
& all hands employ'd in stowing
down the two in hales stowed down 100
hals so ends this 24 hours

Sunday October 3rd 1869

Fair & part this day thick weather
& frequent squalls of snow & a fresh
gale from N E & steering S W under
close reefs Topsails & at 6 P M luff to
by the wind - heading E S E & took
in the fore Topsail middle & latter
part about the same & at 10 A M. sat the
fore Topsail close reefs so ends this day

Monday October 4th 1869

Fair & part this day thick weather & a
strong gale from N E & steering by the wind
heading E S E & at 3 P M took in fore Topsail
& at 4 P M saw two sail middle &
latter part fresh gale & laying to under
clear sky main Topsail so ends this day

Tuesday October 5 the 1869
First part this day fresh gale
from N E & thick & snowing & laying
to under a close reef main Top sail
heading E by compass & at 6 A.M. saw Cape
Bering ENE & distant 15 miles
& middle & latter part more moderate
& at 8 A.M. saw a close reef fore Top sail
& keep of E S E & the land in sight &
at 11 A.M. made point Hope bearing E by
N distant about 10 miles so ends

Wednesday October 6 the 1869
First part this day fine weather & a
light breeze from N E steering S S
& under all sail bound out of the
Arctic middle & latter part fine & a
light baffling air so ends this 24 hours

Thursday October 7 the 1869
First part this day fine weather &
a light baffling air & steering S E & S
under all sail & three ships in sight
middle & latter part fine & light
baffling air so ends this 24 hours

Friday October 8 the 1869
First part this day fine weather & a
fresh breeze from N E steering by the
wind heading E S E under all sails &
at 5 P.M. thick snowstorm & all clear
& the land in sight bearing E distant 15
miles middle & latter part fine & at 9 A.M.
made the Is. Diomedes bearing bearing S W
distant 20 miles so ends this day.

Saturday October 9 the 1869
First part this day fine weather & a
strong wind from N E steering S E by S
under all sails & at 11 A.M. saw rings
to Bering bearing S E by E distant 3 miles

middle & latter part thick & smacking &
a strong wind from N^W steering S^E by S
& E am & sails so ends this 24 hours

Sunday October 10th 1869

First part this day thick weather & a
fresh breeze from N^W & steering S^E by W
& W & at 6 PM St Lawrence Island
bearing N^W distant 15 miles with
& latter part fine & a light breeze
from N^E so ends this 24 hours

Latt 61.00 Lon 170.30 W

Monday October 11th 1869

First part this day fine weather
& a light breeze from N^E steering
S^E by W under all sail & at 5 PM
saw St Matthew bearing S^E by W distant 20
miles & at 7 PM luff to by the wind
heading E with the fore topsail a back
middle & latter part fine & at daylight
keen of S^W so ends this day

Tuesday October 12th 1869

First part this day fine weather
& a fresh breeze from N^W W steering
S^E by G under all sail & at 6 PM St
Matthew bearing N^{NE} W distant 15 miles
middle & latter part rapidly & a strong
wind so ends this 24 hours

Latt 57.42 N Lon 170.58 W

Wednesday October 13th 1869

First part this day fine weather & a
fresh breeze from N^W by N steering S^E by E
under all sail & at 4 PM made Island of
St Paul bearing S^E distant 20 miles with
& latter part fine & at 7 PM luff to by
the wind & took in the light sails & hoisted
up the courses & at 8 PM keen of S^E
so ends this day

Saturday October 14th 1868

First part this day fine & calm & at 5
PM a light breeze from E. steering by the wind
heading S. & under all sails & at 6 dark
& St. Paul's herring NW W distant 18 miles
& at 10 saw a strong gale from N.E. by E
steering in danger to a close reef main topsail
& topgallant heading S.E. by E & middle part
full gale & at 1 A.M. goore wing the main
topsail latter part more moderate & a
daylight saw the fore topsail & fore sail
& turn one reef out of the main topsail
& out the jib & spanker & at 8 AM took in
the boat boat so in this 3.4 hours

Sunday October 15th 1868

First part this 24 hours thick & raining
& a strong wind from E steering by the
wind heading S.S.E under double reef
topsails & fore sail while middle & latter
part a strong wind from E.N.E steering
S.S.E & at 7 A.M. close reefed the topsails
& reefed the fore sail so ends this day

Wednesday October 16th 1868

First part this day fine weather & a
fresh breeze from W.E. steering S.E. by
E & S.E under close reef topsails middle
& latter part calm so ends this day.

Thursday October 17th 1868

First part this day fine weather &
a calm middle part calm latter part
fresh breeze from S.S.E steering by the
wind one reefed to this weather all
sails so ends this 24 hours

Mondy October 18th 1869

First part this day fine weather & a strong wind from S E & steering by the wind or opposite tack & at 6 PM took in the light sails & were ship heading S middle & latter part a fresh gale from E N E heading S S E & a gale took in the fore sail & close reefed the topsails & at 11 AM took in the fore topsail so ends

Tuesday October 19th 1869

First part this day thick fog & raining & a strong wind from E N E blowing to windward a close reef main topsail & at 5 PM more moderate & at the fore topsail close reef & turn one reef out off the main topsail & at 11 PM took the gale & spanker middle & latter part thick & rainy & at 1 AM more ship & at all sails & a light breeze from N E & steering by the wind heading E S E round

Wednesday Oct 20th 1869

First part this day thick & rainy & a light air from E N E & steering S S E land, all sails middle & latter thick & a light baffling air & at 4 PM saw two of the Fox Islands bearing South distant 6 miles so ends this 24 hours

Thursday Oct 21th 1869

First part this 24 hours fine weather & a light baffling air & at 5 PM saw one of the Fox Islands bearing E S E distant 4 miles middle part light air from N E & at 1 PM a light breeze from S W & steering S E middle & latter part thick & rainy & a strong wind from S W so ends this 24 hours

Friday October 22nd 1869

First part this day thick & rainy
& a strong wind from S W blowing S
E at 4 PM took in the light sails
& at 2 do double reefed the fore topsail
middle part thick & rainy latter
part fine & at 2 PM the wind is up
to N W & at 4 PM found the main yard
reefing in the sheer bole so ends this day

Saturday October 23rd 1869

First part this day fine weather & a
strong wind from W N W steering
S E under all sails & at 4 PM sent
down the Main Yard middle part strong
wind from N W latter part fresh
gale & at 10 AM close reefed the fore
topsail & reefed the fore sail & mack
employed in fishing the main yard round

Sunday October 24th 1869

First part this day a strong gale
from N W & steering S E rising under
a double reef fore topsail & fore sail
middle & latter part about the ram
so ends this 24 hours

Monday October 25th 1869

First part this day more moderate & a
strong wind from W N W steering S E
under a double reef fore topsail & fore
sail & at 4 PM sent up the Main Yard &
at the Main Topsail & main top gallant
sail middle & latter part thick & rainy
& at 4 PM strong wind from S E steering
w. the wind heading E by S & at 6 AM
double reefed the topsails & at 7 AM
close reefed the fore topsail & took in
the luff & at 10 do fine turn one reef out
of the topsail & a strong wind from N W steering
S E under single reef so ends

Tuesday October 26th 1869

First part this day squally & a strong wind from WSW steering SE under single reef topsails & at 3 P.M. sat the fore & main topsail gallant-sails & at 4 do bent the main sail middle & latter part thick & rainy & at 11 the wind hauled to SSW W so ends

Wednesday October 27th 1869

First part this day squally & rainy & a fresh breeze from SSW W steering SE & at 1 P.M. took in the light sails at 3 do double reefed the topsails & at 5 do the wind haul to the ENE in a squall took in the jib & mainsail & fore topsail & close reef the main topsail & reefed the fore sail blowing a gale middle & latter part strong gale & squally so ends this day

Lat 38.3° S Lon 160.2° W

Thursday October 28th 1869

First part this day heavy squalls & blowing a gale from WSW W steering SE under a close reef main topsail & a reef foresail middle & latter part more moderate & at 10 PM sat the fore topsail close reef & at about 12 turn one reef out of the main topsail & at 1 A.M. turn the reef out of the foresail & at 11 A.M. under all sails

Lat 35.5° S Lon 158.4° W

Friday October 29th 1869

First part this day thick & squally & a strong wind from SSW steering SE & at 10 AM took in the light sails & double reefed the topsails & at 10 PM took in the mainsail & at 11 do close reefed the topsail & took in the fore sail little part moderate gale from SSW & thick & rainy so ends this 24 hours

Lat 34.4° S Lon 157.2° W

Tuesday October 30th 1868

First part this day thick & rainy & a moderate gale from SSW steering by the wind heading S E by S under close reef Topsails middle part about the same latter part light wind from W steering S E by S under all sails so ends this 24 hours.

Wednesday October 31st 1868

First part this day fine weather & a fresh breeze from SW steering by the wind heading S S E under all sails middle part strong wind from S S W steering by the wind heading S E at 1 AM took in the light sails & double reefed the Topsails latter part a moderate gale & at 8 AM laying to under a close reef main Topsail so ends.

Thursday November 1st 1868

First part this day clear weather & a moderate gale from S S W laying to under a close reef main Topsail heading S E & middle & latter part nor moderate & at 2 AM took the fore sail & at 5^o do. turn one reef out of the Topsails so ends

Lat 31.48 N Lon 154.46 W

Friday November 2nd 1868

First part this day fine weather & a fresh breeze from SSW steering by the wind heading S E by S under double reef Topsails & at 6 PM turn the reefs out of the Topsails middle & latter part fine steering by the wind heading S E by S under all sails & much employed in washing ship so ends this day

Lat 30.5° N Lon 154.07 W

Wednesday November 3rd 1869

First part this day fine weather & a light breeze from S W by E & steering by the wind heading S E by E under all sails middle & latter part fine & a strong breeze from S S W steering by the wind heading S E & at 10 A M saw the boat of the bob stay break & put out two block chains & watch employed in scraping boat so mds this day

Thursday November 4th 1869

First part this day fine & a light breeze from S W steering by the wind heading S E by E & at 10 S S E by N E & a strong wind from W W W steering S middle & latter part strong wind from N & at 8 A M wind haul to the N E thick & rainy & continue this day & at 11 clear & commence scraping boat so mds

Friday November 5th 1869

First part this day strong wind from N E E steering S & finally middle & latter part strong wind from N E under all sails & at 6 A M look in the gale Sails finally & at 10 A M the wind haul to the S E by E steering by the wind heading S by W & watch employed in scraping boat so mds

Lat 25° 20' S Lon 155° 22' W

Saturday November 6th 1869

First part this day fine weather & a fresh breeze from S E by E & steering by the wind heading S by W under all sails middle & latter part finally & a strong breeze from South steering by the wind on a gale & look in the gale & double reef the fore sail & haul up the main sail & at 11 do double reef the main sail & haul up the fore sail & all hands employed in watching home so mds

Monday November 7th 1869
First part this day very gully & a strong
wind from South steering by the wind heading
ESE at 7 PM more ship heading WSW
under double reef topails middle & latter
part fine & a light breeze from SW
steering by the wind heading SSE
under all sails so ends this day
Lat 24.34 N Lon 156.35 W

Monday November 8th 1869
First part this day fine weather &
calm & at 5 PM light air from N
steering SSE under all sails middle
& latter part calm all hands employed
in washing down so ends this day

Lat 24.30 N Lon 156.00 W

Tuesday November 9th 1869
First part this day fine weather & a
light air from W steering SSE under
all sails middle & latter part calm &
watch employed in cleaning out the between
decks & other dirty so ends this 24 hours

Lat 24.34 N Lon 156.35 W

Wednesday November 10th 1869
First part this day fine weather & a
calm middle & latter part fine & calm
saying with the high sails furled & the
topails drawn down so ends this day

Lat

Thursday November 11th 1869
First part this day fine weather & a
light air from E steering S E & at 4 PM
put the old cover & old file & at 10 sail
all sails middle & latter part fine
& a light breeze from SSE by E & steering
by the wind heading S by W so ends

Lat 23.36 N Lon 155.00 W

Friday November 12th 1869

First part this day fine weather & a fresh breeze from E & E steering by the wind bearing S under all sails middle & with part fine & at 7 AM spoke the Bark Riera of Honolulu bound to Hanalei & had lost her Rudder & was steering with a main yard so end

Saturday November 13th 1869

First part this day fine weather & a light breeze from E & E steering South & at 5 PM made up by bearing S by E & keep off S by W & W under all sail middle part sunny & at 2 PM took in the light sails latter part fine & at 5 AM saw Moree bearing S by W & W distant 8 miles & luff to & layed with the seas yard aback until day light & at 11 AM saw Waahoo bearing N by W so ends this 24 hours

Sunday November 14th 1869

First part this day fine weather & a fresh breeze from E & E & at dark luff to & took in the light sails & haul up the courses & double reefed the fore top rail diamond head bearing W by N distant 10 miles middle & latter part fine & at 7 AM took the Pilot & came at anchor at Honolulu at 10 do & haul along side of the Bark Emily Morgan so ends this day

Monday November 15th 1869

First part this day fine weather & a light breeze from South laying at Hanalei middle & latter part fine & all hands employed in drying boane so ends this day

Tuesday Nov 16 the 1869
First part this day fine weather & a
light breeze from S & E laying at Honolulu
middle & latter part fine & all hands
employed in unloading bone so ends

Wednesday Nov 17 the 1869
First part this day fine weather & a
light air from N & E & laying at Honolulu
middle & latter part fine & all hands
on board employed in unloading Bone
& other drifts so ends this 24 hours

Thursday Nov 18 the 1869
First part this day fine weather & a
light breeze from South laying at
Honolulu middle & latter part fine
& employed in taking oil on board
from the bark Emily Morgan so ends
this 24 hours

Friday Nov 19 the 1869
First part this day fine weather & a
light breeze from South laying at
Honolulu middle & latter part & fully
& a strong wind from N & E & taking oil
from bark Emily Morgan so ends this day

Saturday Nov 20 the 1869
First part this day & fully & a strong
wind from N & E laying at Honolulu
middle & latter part fine & employed
in taking oil from Emily Morgan so ends

Sunday Nov 21 the 1869
First part this day fine weather &
a strong wind from N & E laying at
Honolulu middle & latter part fine
so ends this 24 hours

~~Monday~~ Nov 22 the 1869

First part this day fine weather & a strong wind from N'E laying at Honolulu middle & latter part fine & employed in taking oil from Emily Morgan so ends this 24 hours

Tuesday Nov 23 the 1869

First part this day fine weather & a light breeze from N'W laying at Honolulu middle & latter part fine & employed in taking oil from Emily Morgan so ends this day

Wednesday Nov 24 the 1869

First part this day fine weather & a light breeze from N'W laying at Honolulu & taking oil from the Bark Emily Morgan middle & latter part fine & all soon finish taking oil from Emily Morgan took from her 18⁰⁰ 05 gallons whale oil so ends this day

Thursday Nov 25 the 1869

First part this day fine weather & a light breeze from N'E laying at Honolulu middle & latter part fine & employed in mooring ship & breaking out the after hold so ends this day

Friday Nov 26 the 1869

First part this day fine weather & a light breeze from N'E laying at Honolulu. Mr Francis Eldredge, first officer on board this Bark has this day been discharged & John W. Fisher, second officer takes his place Mr Lawrence goes 2nd & Mr Pease 3^d officer. Took 10 casks of oil from Bark Active. Employed breaking out the after hold & taking empty casks ashore.

Saturday Nov 27th

In port. Fine weather & strong N'E trades. Employed taking freight from Bark Active & stowing oil in the after hold.

Sunday Novb^r 28th 1869

Fine weather & strong N E trades. All hands but 1 officer
& 2 men ashore on liberty.

Monday Novb^r 29th

In port. Fine weather & light N E trades. Employed taking
oil from Bark Active. At 3½ PM finished stowing the Active's oil
6143 gallons & 5 bbls of slush. After we got down with the oil
hauled the ship alongside ship Marengo to take freight from her.

Tuesday Novb^r 30th

In port. Fine weather & light baffling winds. Employed
taking oil from the Marengo.

Wednesday Decb^r 1st

In port. Fine weather & light N E trades. The ship
laying alongside the Marengo taking freight.

Thursday Decb^r 2nd

In port. Fine weather & light N E trades. Employed taking
oil from the Marengo.

Friday Decb^r 3^d

In port. Strong W E trades with light rain showers during
the night. Employed taking freight from the Marengo.

Saturday Decb^r 4th

In port. Strong W E trades with occasional rain showers
at 9 AM finished taking freight from the Marengo. 6186 gallons of
spoon & 1132 q of whale oil. The rest of the day employed clearing
up.

Sunday Decb^r 5th

In port. Strong W E trades with rain showers throughout
the day. Crew ashore on liberty.

Monday Decb^r 6th

In port. Strong trades & rain showers the ship laying
alongside the Marengo. Employed washing ship outside. We are all
ready to go alongside Bark Minerva for more freight but the Harbor
master refuses to move the ship on account the strong winds.

Tuesday Decb^r 7th

In port. Very strong trades & cloudy weather. Employed
at different jobs. Tend down the main yard & towed it ashore to
James ship yard.

Wednesday Decb^r 8th

In port. Strong N E trades with some rain. Employed sending up a new main yard & various other jobs. We are laying alongside the Marengo waiting for the Harbor master to move the ship alongside Bark Minerva. Employed wetting hold to day

Thursday Decb^r 9th

In port. Moderate N E trades with occasional strong puffs. After breakfast swung clear of the Marengo, unmoored ship to move. In leaving the port anchor up found another anchor fine locked & it took us all the forenoon to get it clear. At 4 Pm got alongside Bark Minerva secured the ship & at 5 Pm we took our dinner.

Friday Decb^r 10th

In port. Moderate trades & some rain during the night the ship laying alongside the Minerva. Employed taking oil & stowing the fore peak.

Saturday Decb^r 11th

In port. moderate trades & some rain the ship laying alongside the Minerva taking freight

Sunday Decb^r 12th

In port. Strong trades & some rain men on liberty

Monday Decb^r 13th

In port. Strong trades. Employed taking oil from the Minerva.

Tuesday Decb^r 14th

In port. Moderate N E trades. At 5 Pm finished taking freight from Bark Minerva, amounting to 302 bls 14 gall of sperm & whale oil.

Wednesday Decb^r 15th

In port. Moderate N E trades with light rain showers. Employed slowing down provisions & water. Took 100 bls of water to day from the water boat. After breakfast swung clear of the Minerva & dropped the second anchor. Wet hold to day

Thursday Decb^r 16th

In port. Employed stowing down water & provisions

Friday Decb^r 17th

In port. Employed clearing up in general. Light winds & calm

Saturday Decb^r 18th

In port. Light baffling winds Employed washing ship inside & a

Saturday Decb^r. 18th

Carpenter from shore on board doing a few repairs. Played wellington hold

Sunday Dec^r. 19th

In port. Fine weather & light winds from N.E. Crew working
on ship.

Monday Dec^r. 20th

In port. Fine weather & light southerly winds. Crew employed
at various jobs.

Tuesday Dec^r. 21st

In port. Fine weather & light southerly winds. Crew employed
in washing ship outside & inside & coal laving the bends & setting
up some of the head gear. Took 100 klls of water from the water boat.

Wednesday Dec^r. 22nd

In port. Fine weather & light southerly winds. Employed
washing ship, lashing water casks on deck & various other jobs.

Thursday Dec^r. 23^d

In port. Fine weather & light baffling winds. After break
fast unmoored ship & hauled her up near the wharf ready to go to sea.
With hold today

Friday Dec^r. 24th

First part light N.E trades at 10^m the pilot came on board
made sail & at 1.20 P.M. let go the stern fast & sailed out of Honolulu
harbor. After we got outside had strong N.E trades & squally weather
furled the light sail & mainsail & double reefed the topsails the ship
steering S.S.E. Middle part a perfect gale from W with clear weather
close reefed the topsails & furled the jib. Latter part the same the
ship steering S.S.E. Towards noon more moderate & set double reefed
fore & whole main topsail. Came out of port with 12 new men who
shipped at Honolulu, & 1 coxswain man.

Lat. 18° 50' N Long 158° 16' W.

Saturday Dec^r. 25th

First part hazy weather & strong winds from W to E
with a bad sea. The ship steering from S.S.E to by the wind with whole
main & double reefed fore topsail & foresail set. Middle & latter parts
strong winds from E to E.W.E the ship by the wind after 12 P.M. set mainsail

Sunday Dec^r. 26th

First part fine weather & a strong breeze from E.W.E the ship steering
by S. Employed washing hold. Middle part wind from E.W.E to N.E the ship
by the wind on the port deck. Latter part squally ship steering S.E by S. Lat. 16° 20' Long 157°

Monday Dec 27th

First part cloudy weather & strong winds from W-E the ship steering N-E by S & S-E. after 3 PM more moderate. Set whole main & single reefed fore topsail & jib. Middle & latter part strong winds with squalls & rain ship steering S-E by S & S-S-E. at 3 AM double reefed main topsail.

Lat. 14° 27' N Long 157° 08' W

Tuesday Dec 28th

First part squally weather & strong N-E trades the ship steering N-S-E. middle part strong winds & squalls At 9 PM furled the jib & at 1 AM set it again. At 5 AM set single reefed main topsail the ship steering S-E by S. latter part squally. Employed at various jobs

Lat. 12° 37' Long 156° 38'

Wednesday Dec 29th

First part strong trades & squalls the ship steering S-E by S. Middle & latter parts more moderate. At 9 PM set whole main & single reefed fore topsails. Crew employed in ships duty & wetting hold.

Lat. 10° 13' Long 155° 52'

Thursday Dec 30th

First part squally weather & strong N-E trades the ship steering S-E by S. At 1 PM double reefed topsails. Middle part more moderate & fine clear weather. At 12 PM set all sail but main royal. Latter part the same. Course S-S-E.

Lat. 8° 19' Long

Friday Dec 31st

First part cloudy weather with some rain & strong winds from N-E the ship steering S by E with all sail but main royal set. After sunset squally & strong winds. At 6 PM furled the light sails. Middle part strong squalls & rain double reefed topsails furled jib & mainsail. Latter part strong breeze with plenty of rain. At 5 AM set mainsail & jib

No Obsn

Saturday Jan 1st 1870

First part plenty of rain & strong breeze from N-E to E the ship steering S by E. Middle part strong winds till midnight with squalls rain. At 4 PM furled mainsail & jib. After midnight the wind & rain moderate winds from E-S-E the ship by the wind on the port tack heading S by W. After 12 PM made all sail. Crew employed at various jobs.

Lat. 3° 48' Long 155° 30'

Sunday Jan. 2nd 1870

First part fine weather & moderate breeze from ESE the ship by the wind on the port tack heading S $\frac{1}{2}$ W & S by W at 4PM had a small & jibed the light sails. Wet hold to day.. middle part strong breeze at 7PM set main top gall. sail & flying jib at 1 AM unrolled fly jib. latter part strong winds from ESE to E at 8 AM unrolled main top gall. sail. Weather fine

Lat. 1° 52' N Long 106° 42' W

Monday Jan 3rd

First part fine weather & strong winds from E the ship steering S $\frac{1}{2}$ W with the light sails jibed. Middle & latter part fine weather & strong winds from E to E $\frac{1}{2}$ E ship steering from S $\frac{1}{2}$ W to S $\frac{1}{2}$ E. At 9 PM set main top gall. sail & at 11 AM flying jib. Robert Clark & William Merz are laid up with the venereal disease. Crew employed in ships duty. Crossed the line at about 9^o 20 AM.

Lat. 0° 26' S Long. 158° 22'

Tuesday Jan. 4th

First part fine weather & moderate winds from E ship steering from S $\frac{1}{2}$ W to S by E $\frac{1}{2}$ E with all sail but main royal set. There is a very strong westerly current running in these latitudes. Middle & latter part fine weather & moderate winds from E the ship steering by the wind with all sail set. Employed in ships duty

Lat. 2° 42' S Long 158° 57'

Wednesday Jan 5th

First part fine weather & light winds from E by S the ship by the wind heading S & S by W with all sail set. Saw several schools of porpoises. Middle & latter parts fine weather & moderate winds from ESE the ship by the wind heading S. Wet hold to day

Lat. 5° 28' Long 159° 25'

Thursday Jan 6th

First part fine weather & moderate breeze from ESE the ship steering S by E with all sail set. After dinner unbend the fore top gall. sail, broke out the old main top gall. sail & employed in reducing it to a fore top gall. sail. Oberhacht Siegel is laid up with the venereal disease. Middle part fine weather & light winds from E to W & latter part strong breeze & after 10 AM equally. At 11.30 AM jibed the light sails Employed mending sail

No Observ.

Friday Jan 7th 1879

First part strong breeze from N E to E & back to W E again with squalls the ship steering from S by E to S E by S with the light sails furled. Employed mending sail. Middle, m. sea, & g. winds with a high sea. 2 or 3 hrs daylight more moderate & smoother sea. Latter part moderate breeze from E h E & fine weather ship steering S S E Employed making a fore top gall. sail out of an old main top gall. sail

Lat. 9° 35' S Long 159° 00'

Saturday Jan 8th

First part fine weather & moderate breeze from E N E the ship steering S S E with all sail set. At 6 Pm bend the fore top gall. sail & set it. Middle & latter parts moderate & baffling winds. During middle part course was S S E & latter part S by E. Unbend the Spanker to mend

Lat. 11° 28' Long 158° 50'

Sunday Jan 9th

First part light baffling winds with occasional squalls the ship steering from by the wind to S S E with all sail set. Employed mending sail & wetting hold. At 7 Pm furled the light sails in a squall. Middle pa & equally till 12 Pm after 1 Am fine weather & moderate breeze from E the ship steering S S E at 2 A.M. set the light sails again. Latter part light baffling winds from E to S E the ship by the wind on the port tack with all sail set.

Lat. 13° 00' Long 158.52

Monday Jan 10th

First part equally weather & baffling winds the ship by the wind on the port tack. Middle & latter parts moderate winds from E to E S E & S E & back to E again with occasional squalls & some rain the ship by the wind on the port tack with the main royal furled. Finished mending the Spanker & bend it again

Lat. 14° 54' Long —
Tuesday Jan 11th

First part equally & cloudy weather & moderate & baffling winds ship on the port tack at 6 Pm furled the light sails & double-reefed fore topsail in a squall with E N E winds ship steering S S E. Middle part moderate winds from E to E N E with a few squalls. Latter part fine weather & light winds from E the ship steering S S E with all sail set. Unbend the fore topsail to mend & bend another one. William Merz has returned on duty again

Lat. 16° 22' Long 158° 58'

Wednesday Jan 12th 1870

First part fine weather & light winds from E the ship steering SSE with all sail set. Crew employed mending sail. Cooper to work shucking empty water casks. Middle part fine weather & light winds from E to ESE. Latter part the same the ship steering by the wind Employed wetting hold & mending sail. Robert Clark & Oberhacht Siegel returned on duty again.

Lat. 17° 53' S Long 158° 54' W

Thursday Jan 13th

First part fine weather & light winds from E to SSE the ship steering by the wind heading from SSE to SSW with everything set. Employed mending sail & making spun yarn. Middle part light baffling winds. Latter part calm Employed mending sail & making spun yarn. Send the main topsail down to make it smaller.

Lat. 18° 28' Long 159° 12'

Friday Jan 14th

First part fine weather, calm & light winds from SW at 6PM wore ship heading SSE with all sail set. At 3PM bend the main topsail again. Weather very hot. Middle part light baffling winds from SW to W & latter part winds from W to NW. At daylight saw the island Aitutaki bearing NW by N distant about 25 miles. After breakfast steered S and down the main top gallant sail repaired & bend it again.

No Observ.

Saturday Jan 15th

First part cloudy weather & strong breeze from NW the ship steering S with all sail set. At 30 min. PM saw Hervey island bearing NE by E distant 12 miles & steered for it at 3PM got within about 3 miles of it kept off steering S. Middle part strong winds & squalls from NW ship steering S by W. Luffed the light sails. Latter part moderate breeze & calm with plenty of rain.

No Observ.
Sunday Jan 16th

First part fine weather & moderate breeze from S. W the ship steering S by W with all sail set. At 30 min. PM it stopped raining at 3PM saw the island Karabonga bearing W by S & steered for it. Wet hold this afternoon, middle part squally. At 5PM kept off steering SE by E. Latter part squally & rainy & moderate winds from different directions the ship steering from S E by W to S E with all sail set.

No Observ.

Monday Jan 17th 1870

First part rainy & squally & strong winds from N W by ship steering S E After we felled the main royal at 1.30 PM had a strong squall from N W felled fore top gallant sail & double reefed fore top sail at 3 PM saw the island Mangia bearing ENE & steered for it. At 5 PM spoke Bark Helen Mar of New Bedford, laying off & on the island after passing her kept off steering S E & set all sail that would draw. Middle part fine weather & light winds from N W to W ship steering S E by S. Latter part light winds from W to W E with cloudy weather. Employed breaking out the fore hold & stowing away wood. Between 2 & 3 PM had a total eclipse of the moon Lat 23° 30' W Long —

Tuesday Jan 18th

First part cloudy weather & light breeze from N E to ENE ship steering S E by S with all sail set. Employed breaking out & stowing away. Middle part fine light & sparkling winds & fine weather. Heading from S E by E to S with all sail set. Employed stowing away provisions & various other jobs

Lat 24.40 Long 156.54

Wednesday Jan 19th

First part fine weather & light winds from ESE ship by the wind on the port tack with all sail set. Employed in ships duty. Middle part light winds from ESE to NN E ship steering from by the wind to S E by S. Latter part light winds from W C & calm. all hands employed wetting hold & setting up the main rigging

Lat 26.08 Long. 156.50

Thursday Jan 20th

First part fine weather & calm & light winds from NW ship steering S E by S with all drawing sail set. All hands employed setting up rigging. Middle part calm. Latter part light baffling winds & calms. Employed repairing & setting up rigging

Lat 26.40 Long 156.09

Friday Jan 21st

First part fine weather & light winds from NW to SW ship steering S E by S with all sail set. Middle part light winds from N W to S ship by the wind on the Starboard tack. Latter part light baffling winds & calms. Crew employed repairing rigging & other jobs. At 9 AM Jeremiah B Case a consuls man who has been ailing with consumption & Diarrhea since we left Honolulu, died. Deceased belonged in N. Bedford

Lat 27.00 Long 156.45

Bark Avashonks

Saturday Jan 22^d, 1870

First part fine weather & calm. Crew employed repairing rigging, making spun yarn etc. Middle part calm. At 7 PM we committed the body of Jeremiah B. Case to the deep. At 10 PM a light breeze from E the ship steering S by E. After midnight had some rain. Latter part cloudy weather & moderate breeze from E the ship with all sail set. Employed repairing rigging.

Lat. 28° 17' Long 156° 00'

Sunday Jan 23rd

First part cloudy weather & moderate breeze from E S E the ship by the wind heading S with all sail set. Wet hold today. Middle & latter part same.

Lat. 30° 25' Long 156° 00'

Monday Jan 24th

First part fine weather & moderate winds from E the ship steering S by E with all sail set. Middle part light winds & calm. Latter part light baffling winds & fine weather. Crew employed in ship duty. After breakfast took in the Waist & Bow Boats & secured them one on top the house & the other on the dryworks.

Lat. 31° 23' Long 155° 48'

Tuesday Jan 25th

First part cloudy weather & light baffling winds the ship steering S E by E with all sail set. At 4 PM unbend foresail & mainsail & bend better ones. Employed repairing rigging. Middle part equally weather & baffling winds from N E to S S E at 8 PM drove ship while wearing ship the main topsail tie parted,rove a spare one & set the topsail again. Latter part light winds from S E & fine weather the ship on the port tack by the wind heading from S to S S W. Employed making spun yarn & doing other work.

Lat. 32° 00' Long 155° 48'

Wednesday Jan 26th

First part fine weather & light winds from S E the ship by the wind on the port tack heading S & S S W. Employed rigging over Mizzen backstays & setting them up & other work. Middle & latter part fine weather with light baffling winds & calm. Wet hold today.

Lat. 32° 21' Long 156° 07'

bound Home.

Thursday Jan 27th 1870

First part fine weather & light winds from S E the ship by the wind on the port tack with all sail set. Middle & latter parts light winds & calms. Crew employed at various jobs.

Lat. 32.40° Long —

Friday Jan 28th

First part fine weather & light winds from E the ship steering S S E with all sail set. Middle & latter parts light winds from E to N. Crew employed in ships duty.

Lat. 33.41° Long 155.42

Saturday Jan 29th

First part fine weather & light winds from N ship steering S S E with all drawing sail set. After dinner found the Bone in the run very wet, broke it out dried it & stowed it away in the fore hold. Middle & latter parts light winds from N E & N N E ship steering S S E. Crew employed drying Bone.

Lat. 34.45° Long —

Sunday Jan 30th

First part fine weather & light winds from N N W ship steering S E by S with all sail set. Employed wetting hold drying Bone & stowing it away. Broke the steerage down & made a Bone span out of it. Middle & latter parts fine weather & light winds from N N W. Crew employed drying Bone & stowing it away.

Lat. 35.58° Long —

Monday Jan 31st

First part cloudy weather & light winds & calms, finished drying Bone. Stowed ^{it in} the fore hold between decks. Middle & latter parts light baffling winds from N to N E. Crew employed at various jobs.

Lat. 36.26° Long 154.48

Tuesday Feb^r 1st

First part cloudy weather & light winds from N the ship steering S E by S with all drawing sail set. Middle part light winds & calm towards daylight had some rain. Latter part moderate breeze from N with some rain & fog. The ship steering S E with all drawing sail set. Crew employed at various jobs.

Lat. 37.22° Long 153.49

Bark Livashonks

Wednesday Feb^r 2nd 1870

First part cloudy & drizzling weather & moderate breeze from N to NW ship steering S E by E with all sailing sail set. Crew employed in ships duty. Middle part drizzling weather & strong breeze from NW to W. Latter part rainy & strong winds from W to SW. The ship steering S E by E. Wet hold to day

No Obs —

Thursday Feb^r 3^d.

First part cloudy weather & strong breeze from SW ship steering S E by E & E S E with all sail set. Middle & latter part strong breeze from SW & fine weather. Crew employed clearing the starboard pump which got choked with mud & doing other jobs

Lat 40, 33 Long 148, 32 1/2

Friday Feb^r 4th

First part fine weather & moderate breeze from SW ship steering E S E with all sail set. There is a heavy swell on. Crew employed in ships duty middle part light winds from S W to W. Latter part light winds & calm with a heavy swell. Crew employed at various jobs

Lat 41, 00 Long 147, 06

Saturday Feb^r 5th

First part fine weather & calm the ship laying with everything clewed up & down. Employed sending the main royal yard down, mending the sail & sending the yard up again. Middle part a small, pleasant breeze off E SW by the wind on the port tack heading E S E

Lat 41, 34 Long 148, 52

Sunday Feb^r 6th

First part light winds from W E & fine weather ship by the wind on the port tack heading E S E with all sail set. Employed wetting hold, middle & latter parts light winds & calm.

Lat 41, 55 Long 148, 46

Monday Feb^r 7th

First part fine weather & calm the ship laying with the light sails & courses clewed up & headsails hauled down. Middle part at 12 M. a light breeze from S E drove ship & set all the sails the ship heading from E W E to N E. Latter part light & baffling winds the ship on opposite tacks steering by the wind. Employed in ships duty.

No Obs —

bound around Cape Horn

Tuesday Febⁿ 8th 1870

First part fine weather & light winds from S E. The ship steering by the wind on opposite tack with all sail set. Employed making rattling stuff. Middle part light winds & calm at 2 A.M. light breeze from S the ship steering E by S. Later part cloudy with light squalls from S to S W. Even employed making spun yarn.

Lat 42° 18' S Long 144° 10' W

Wednesday Febⁿ 9th

First part cloudy & squally weather & moderate breeze from S W to S S W the ship steering E by S with all sail set. After 5 P.M. strong squalls. furled the light sails & double reefed the topsails & furled mainsail & jib. Middle part strong breeze from S to S S E the ship steering E by S. At 9 P.M. set mainsail & jib & at 1 A.M. whole main topsail at 4 A.M. made all sail but fore top gallant sail & main royal. Weather fine. Latter part fine weather & moderate breeze from S to S S W. Employed wetting hold.

Lat 42° 48' S Long 141° 36'

Thursday Febⁿ 10th

First part fine weather & light winds from S S W to W N E ship steering E by S with all drawing sail set. Middle & latter parts fine weather & good breeze from W ship steering E with all drawing sail set.

Lat 43° 07' S Long 137° 57'

Friday Febⁿ 11th

First part cloudy weather & strong breeze from W ship steering E with all drawing sail set. Middle & latter parts cloudy & drizzly weather & strong breeze from W by S

No Obsr.

Saturday Febⁿ 12th

First part cloudy weather & strong winds from W by S ship steering E with all drawing sail set. Middle part cloudy & aft midnight drizzly weather. Latter part fine weather & strong breeze.

Lat 44° 02' S Long 135° 10'

Sunday Febⁿ 13th

First part fine weather & moderate breeze from W ship steering E with all drawing sail set. Wet hold to day. Must be a strong breeze from W to S. Latter part strong breeze from W W W to W W.

Lat 44° 38' S Long 127° 11'

Bark Avassanok's

Monday Feb^r 14th 18670

First part fine weather & strong breeze from W^W ship steering E with all sail but main royal set at 5.30 PM furled the top gallant sails & at 7 the mainsail & double reefed fore topsail Middle part strong breeze & drizly weather. After midnight more moderate & at 4 AM made all sail. Latter part thick & foggy weather & moderate breeze from W^W ship steering E by N.

No Observ

Tuesday Feb^r 15th

First part foggy & rainy weather & moderate breeze from W^W ship steering E by N with all drawing sail set middle & latter part the same

Lat. 45° 15' Long 120, 30° W

Wednesday Feb^r 16th

First part cloudy weather & moderate breeze from W^W to W by S ship steering E by W with all drawing sail set middle & latter parts cloudy weather & moderate breeze from W to SSW & S W. Employed wetting hold.

Lat. 45° 40' Long 117.00

Tuesday Feb^r 17th

First part cloudy weather & moderate breeze from S^W to S of the ship steering E by N with all sail set middle & latter parts light baffling winds from S to S E & W by S weather cloudy

No Observ

Wednesday Feb^r 18th

First part cloudy weather & light winds from W by S ship steering E by N with all drawing sail set middle part drizly weather & moderate breeze. Latter part the same

No Observ

Saturday Feb^r 19th

First part drizly weather & strong breeze from W by S ship steering E by N with all drawing sail set middle part strong winds from S by E to S^W & drizly & squally weather. Latter part cloudy weather & strong SSW winds ship with all sail set

No Observ

bound home.

Sunday Feb 20th 1870

First part cloudy weather & strong winds from S S W ship steering E by N with all sail set. At 6 PM furled the fore top galler sail & flying jib Employed wetting hold. Middle part cloudy but fine weather & moderate breeze. Latter part a heavy swell & moderate breeze from S W ship steering E with all drawing sail set.

Lat 46.16 S Long 103.35 W

Monday Feb 21st

First part cloudy weather & moderate winds from S W to W S W ship steering E with all drawing sail set. Middle part moderate breeze from W S W & drizzly & foggy weather. Latter part strong breeze from W & cloudy weather

Lat 47.08 Long 100.02

Tuesday Feb 22nd

First part cloudy weather & strong breeze from W ship steering E with all drawing sail set. Middle part strong winds from W by S with drizzly & squally weather. Latter part strong gale & squalls from W S W ship steering E by S. After breakfast took in the light sails close reefed fore & double reefed main topsail

Lat. 48.10 Long 296.02

Wednesday Feb 23^d

First part strong squalls & gale from W S W & S W ship steering E by S. Reefed the foresail & set fore & main staysails. Middle part strong breeze & squalls from S W to S As 3 AM close reefed main topsail. Latter part strong gale & heavy squalls from S. At 8 AM furled fore topsail & luffed to the wind. Did not wet hold so dry it not being safe to take off the hatches. The ship is very wet & throws water in all directions

Lat. 48.50 Long 292.43

Thursday Feb 24th

First part cloudy weather & strong gale & squalls from S the ship laying to under close reefed main topsail, fore & main staysails & fore topsmast staysail. After dinner furled the foresail there is a very high sea running. Middle part drizzly weather. After 12 PM more moderate winds from S to S W from 12 to 2 AM set whole foresail double reefed main & close reefed fore topsail. Latter part cloudy & squally weather & very winds from S. After breakfast took in sail again down to close reefed topsails & reefed foresail Lat. 49.46 Long 291.20

P&ark Awashonks

Friday Feb^r 25th 1870

First part cloudy, drizzly & equally weather & strong winds from S W ship steering S E by E with close reefed topsails reefed foresail: main, fore & fore topmast staysails set. At 6 P.M. set double reefed topsails & mainsail. Middle part thick & drizzly weather & the wind more moderate from S W to N S W at 9 P.M. set whole main topsail & jib. At 3 A.M. set whole foresail & at 4 main top gallant sail. After sunrise light squalls. Half rainy & equally weather & strong gale with a high sea from N. Took in sail. In double reefed main, close reefed fore topsails & reefed fore sail & set main & fore staysails.

No observation

Saturday Feb^r 26th

First part thick & rainy weather & a gale from N with squalls & a high sea the ship steering S E by E with double reefed main close reefed fore topsails reefed foresail & main, fore & fore topmast staysails set. The ship is very wet fore & aft & there is a continual flood on deck. Made for a strong gale from N. S W & after 1 A.M. clear weather ship steering E by E. Lesser part wind from N. S W. - S E at 10 A.M. turned foresail & fore topsail & turned to the wind on the starboard tack reading S E E.

Lat. 53° 15' S Long. 86° 30' E

Sunday Feb^r 27th

First part cloudy weather & strong winds from S E. At meridian set reefed foresail & close reefed fore topsail kept off & steered S E by E. From 1 to 3 P.M. set single reefed main & double reefed fore topsail & jib. Did not wet hold today there being so much sea on & the ship rolling about considerable. The sea is high & very irregular. Middle & last part moderate winds from S W to N S W with rain & weather looking bad. At 9 A.M. set single reefed topsails & main top gallant sail Barometer down to 29.00.

Lat. 54° 48' S Long. 84° 28' E

Sunday Feb^r 28th

First part cloudy & equally weather & strong winds from N N W. Ship steering S E by E. At 1 paled main top gallant sail at 3 close reefed fore & at 4 P.M. the main topsail the wind blowing about in squalls. Middle part strong squalls with rain after 1 A.M. moderate breeze from S E ship steering E at 2 A.M. set double reefed topsails & at 4 made all sail. Last fine weather & light winds & a heavy swell. Lat. 56° 07' S Long. 86° 5' E

Sound around Cape Horn.

Tuesday March 1st 1870

First part fine weather & light winds from $\frac{1}{4}$ N. The ship steering E by N with all running sail set. Wet hold to day. Middle part cloudy & light breeze after daylight wind N. The ship steering E by S. The latter part cloudy & drizzling weather & strong winds from N. W. to N. NE. At 9 AM took in the light sails & from 10 to 11 AM close reefed topsails & furled the jib.

Lat. 56° 28' S Long 78.00

Wednesday March 2nd

First part cloudy & rainy weather & strong winds from N. W. The ship steering E by N $\frac{1}{2}$ W. with close reefed topsails reefed fore sail, jib & main & fore & aft staysails set. At 30 min. Close reefed fore sail & furled mainsail. Middle part equally rainy & strong winds from N. W. to N. NE. The latter part cloudy weather & wind more moderate 10.00 A.M. I m. set double reefed topsails.

Lat. 56.46 Long 78.06

Thursday March 3^d

First part cloudy weather & strong winds from $\frac{1}{2}$ N. W. to N. NE. The ship steering E by N $\frac{1}{2}$ W. Set whole topsails & fore sail to the top gaff & yards. At 7 PM single reefed fore topsail & jib to the top mast sail middle part strong winds with squalls, puffs & rain at 10 PM the last rain. At 11 PM set double reefed topsails towards daylight more moderate & moderately bad. Between 1 & 2 AM moderate winds from $\frac{1}{2}$ N. W. to N. W. The ship steering W. E by S & W. E. The weather clear & fine. At 10 AM saw the Diego's bearing N. N. W. distant 12 miles.

Lat. 56.50 Long 67.48
Friday March 4th

First part fine weather & light winds from N. W. to N. NE. The ship steering by the wind on the port tack with all sail set. The Diego's in sight & 2 sails, one of them bound to the East & the other to the Westward. Wet hold to day. Middle part strong winds & puffs from N. W. E. The ship by the wind on the port tack heading E. At 10 AM furled the light sails & at 1 AM double reefed the topsails & at 2.30 furled mainsail & jib towards daylight moderate gale. At 6 AM close reefed topsails. Latter part moderate gale & cloudy weather after 11 A.M. drizzling & 8 AM reefed fore sail & set mainsail & fore staysail.

no obs.

Bark Iroquois

Saturday March 5th 1870

First part cloudy & drizzly weather & moderate breeze from N N E ship by the wind on the port tack with close reefed topsails reefed fore sail main fore & fore topmast stay sails set at 2 PM furled fore top sail after sun passed 1 sail & a finback. At 6.30 PM the wind veered suddenly to W blowing in heavy squalls with rain at 7 PM furled the foresail after 8 PM wind more moderate & clear weather at 8.30 PM kept off steering N E by N. Set whole courses, topsails & jib During the middle part wind from W to N after 2 AM steered by the wind heading N E by E at 12 PM set main top gallant sail & at 4 AM furled it again at 5 AM double reefed main topsail the wind blowing strong in puffs. Latter part strong winds from W & clear weather at 8 AM double reefed main topsail. Saw 1 finback

Lat 57.07 Long 62.40 $\frac{1}{2}$ Sunday March 6th

First part fine weather & moderate breeze from N ship steering by the wind heading N E by E at 2 PM set whole topsails & at 4 fore & main top gallant sail & fly jib Middle part moderate breeze from N to N N W Latter part the same with fine weather Saw 1 sail bound to the Eastward.

Lat 56.39 Long 60.10

Monday March 7th

First part fine weather & moderate breeze from N N W ship steering by the wind on the port tack with all sail set. At 3 PM wind N W & at 4 W. There is a heavy head sea on & on account of it furled the light sails. Middle part cloudy weather & moderate winds from W to S & S E the ship steering N with all drawing sail set. Latter part cloudy & drizzly weather & light winds from S E the ship steering N 1/2 E did not hold to day & broke out 4 bbls of beef & 4 1/4 lbs Pork

No obsr

Tuesday March 8th

First part cloudy & drizzly weather & light breeze from N E the ship steering N 1/2 E with all sail set. After 5 PM steered N N E. Middle part light winds from S E to S with cloudy weather ship steering N N E. Latter part fine weather & light winds from S ship steering N by E 2 sail in sight

Lat 53.40 Long

Fromward Bound

Wednesday March 9th 1870

First part cloudy weather & light winds from SSW ship steering N by W with all drawing sail set. Middle part part fine weather & light winds from SSW to SW ship steering N 1/2 W. latter part big winds from SSW to S E after daylight steered NNW with all sail set. Engine breaking out in the main hatchway between decks, found the water burst rotten, condemned it & took one of the waterpipes in its place.

Lat. 52° 26' S Long 157° 46' W.

Thursday March 10th

First part cloudy & squally looking weather & light winds from SW to W ship steering NNW with all sail set. At 2.30 PM saw the Falkland Islands bearing NNE distant 40 miles. At 7 PM the lee end of the islands bearing N by E distant 25 miles after 7 PM steered N. 1 sail in sight middle part light winds from NW to W ship steering N by E At 12 PM saw Port Stanley lighthouse bearing N by W latter part fine weather & light winds from W to NW ship by the wind on the port tack heading from NNW to N E. Falkland Islands & 2 sails in sight saw several humpbacks & caught a porpoise. Wet hold today

Lat. 51° 00' S Long —

Friday March 11th

First part fine weather & light winds from NW to N ship steering by the wind on the port tack heading from N E to N by E with all sail set Employed wetting holds, middle part cloudy & drizzling weather & moderate breeze from NW to N ship steering by the wind N, N 1/2 W latter part fine weather & strong breeze from SSW to SW ship the wind veered suddenly to SSW in a strong puff.

Lat. 48° 52' S Long 54° 52'

Saturday March 12th

First part fine weather & moderate breeze from SSW to SW ship steering N by W with all drawing sail set. Middle part moderate breeze from SW to S by E latter part light breeze from N by E to W by N after breakfast landed the Waist & Bow Boats & hoisted them on their cranes

Lat. 46° 54' S Long 54° 50'

Sunday March 13th

First part fine weather & light winds from N by W ship by the wind heading N. Employed wetting holds & breaking up the sheeting on deck, fit out old carts & gun carriages & loading stores. After 1 PM sun went & moderate breeze from SSW to SW latter part fine weather. Lat. 46° 54' S Long 54° 50'

Dark Avachin

Monday March 14th 1870

Wind east & weather & sis. winds from S E to S E Shift
steering by N with all drawing sail set. Middle part fine weather & light winds from S E to E, N E & N N W ship by the wind on the port tack. Latter part fine weather & light winds from N N W ship by the wind on opposite tacks. Saw several sunfish. Crew employed breaking up the deck sheeting.

Lat. 43. 58 S Long 153. 48 W

Tuesday March 15th

First part fine weather & moderate breeze from N N W ship by the wind on the port tack with all sail set. Crew employed in ships duty. In idle & latter parts fine weather & light winds from N N W & N W E crew enjoyed scraping the deck.

Lat. 42. 39 Long 151. 57

Wednesday March 16th

First part fine weather & light winds from N W & N N W ship by the wind on the port tack heading from N N E to N E by E with all sail set. After sunset the weather being equally fuled flying jib fore top gall & gaff topsail. Crew employed scraping deck. Middle part equal & steering in N N E by E with light winds from N the ship heading N E by E. Latter part fine weather & light winds from W. Employed wetting hold & breaking out bread.

Lat. 41. 22. Long ~

Thursday March 17th

First part cloudy weather & light winds from W the ship by the wind on the port tack heading N E by E with fore top gall & sail main royal & gaff topsail fuled. Middle & latter parts the same. At 8 A.M. lacked ship. Saw white grampus.

Lat. 40. 30 Long 148. 40

Friday March 18th

First part cloudy but fine weather & light winds from W the ship steering by the wind on the Starboard tack heading N by W with all sail set. Employed making bone lashings middle & latter parts the same.

Lat. 40. 30 Long 150. 55

Saturday March 19th

First part cloudy weather & light winds from N N W the ship steering by the wind on the Starboard tack heading N with all sail set. Middle part strong winds & cloudy weather. Towards daylight wind N N W at 60 m. more ship's latter part strong winds from N N W ship heading N. Lat 39. 40 Long 151. 19

bound home.

Sunday March 20th 1870

First part cloudy weather & light winds from N N W to S S W
ship steering by the wind & at 4 PM N N W. with all sail set. Wet
hold to day. Middle & latter parts fine weather & light winds from
W S W to S S E the ship steering N N W.

Lat. 39.24 Long 51.05 W

Monday March 21st

First part fine weather & light winds from S S E the ship
steering N N W & after 3 PM N W by W with all sail out. Middle part
light winds from N N E to E & N N E. after 1 A M steered by the wind heading
N W & N W by W latter part moderate breeze from N N E the ship by the wind
on the Starboard tack. Employed scraping deck

Lat. 38.44 Long 52.17

Tuesday March 22nd

First part fine weather & light breeze from N N E & N the ship by
the wind heading N W & N N W with all sail set. Saw a school of grampus,
middle & latter part the same, the ship on opposite tack. after 3 A M strong
breeze & furled the light sails.

Lat. 38.08 Long 52.58

Wednesday March 23rd

First part fine weather & moderate winds from N & N N E
the ship by the wind on the port tack heading E N E & E at 2 PM set the
light sails. Middle & latter part the same the ship on opposite tacks. After
1 P M strong breeze & furled the light sails. Wet hold to day.

Lat. 37.80 Long 52.15

Thursday March 24th

First part fine weather & moderate winds the ship heading
from E N E to E with all sail set. Employed scraping & planning the deck
& sail in sight. Middle & latter parts the same, the ship on opposite
tacks.

Lat. 37.21 Long 52.53

Friday March 25th

First part cloudy & equally looking weather & moderate breeze.
from N the ship by the wind on the Starboard tack. At 2 PM furled the light
sails. Middle part the same latter part squally at 12^o m wet ship. Crew
employed at various jobs. Nothing & nobody in sight.

Lat. 37.23 Long 52.25

Bark Arwastworks

Saturday March 26th 1870

First part cloudy & equally weather & moderate breeze from N.W to N.N.W the ship by the wind on the port tack heading from N.E to N. at 6 P.M. set main top gall. As 7 P.M. the wind being W. the ship steered N. until the jib & bend a better one, the old one being torn. Middle part light winds from W to S & S.S.E latter part fine weather & light winds from S.S.E the ship steering N. & W. After break fast send the fore top gall. sail down to mid.

Lat. 36° 18' Long. 52° 27' W

Sunday March 27th

First part fine weather & light winds from S.S.E & S.E the ship steering from N.N.W to N.E with all drawing sail set. Employed wetting hold. Frank Massie one of the forward hands has been on the sick list since March 12th & still remains so. Middle part light winds from E.E to E, course N by E latter part light winds from E to N.E & E after 10 A.M. steered by the wind at daylight & fore top gall. sail & set it. Nothing in sight

Lat. 35° 15' Long 52.00

Monday March 28th

First part fine weather & light winds from E.W.E the ship steering by the wind on the Starboard tack with all sail set. Saw finbacks, grampus & porpoises. Middle part the same latter part calm. Crew employed in ships duty saw some finbacks & grampus.

Lat. 34° 54' Long 51° 48'

Tuesday March 29th

First part fine weather & light winds from E.W.E at times calm the ship on the Starboard tack after 6 P.M. 1 sail in sight. Middle part light winds from N.E & N.N.E the ship heading N by W to N.W by N. latter part strong winds from N.N.E at 8.30 A.M. more ship at 6 A.M. furled the light sails & at 9 double reefed fore topsail. Crew employed in ships duty

Lat. 34° 30' Long 51.52

Wednesday March 30th

First part cloudy weather & strong winds from N.N.E the ship on the port tack heading E. At 3 P.M. double reefed main topgall. furled jib & mainsail & at 6 P.M. close reefed the topsails & reefed the foresail at 6.30 P.M. had thunder & lightning, from 7 to 8 P.M. plenty of rain at 8.30 the wind hauled suddenly to N.W middle part strong breeze from W.S.W the ship steering N.E. Towards daylight more moderate & made all drawing sail latter part fine weather & strong breeze from S.S.E the ship steering N.N.E & N.W with all sail set. Wet house today

Lat. 33° 34' Long 51.00

Homeward bound.

Thursday March 31st 1870

First part fine weather & moderate breeze from S $\frac{1}{2}$ E the ship steering N by $\frac{1}{2}$ S with all sail set. At 5 PM kept off steering N $8\frac{1}{2}$ N. Middle part light winds & calm. At 2 AM light wind from N E the ship steering by the wind on the port tack heading E $\frac{1}{2}$ S. Latter part the same the ship on opposite tacks. Employed at various jobs

Lat. 33° 24' Long 50° 48' W

Friday April 1st

First part fine weather & light breeze from NW E the ship by the wind on the Starboard tack heading N W. After 4 PM strong breeze at 6 Jibed the light sails & double reefed fore topsail. Middle part strong breeze from N E At 8 PM wore ship & at 9 double reefed main topsail. Latter part the same the ship heading E by S. Saw several finbacks.

Lat. 33° 38' Long 49° 56'

Saturday April 2nd

First part fine weather & strong breeze from N E the ship by the wind on the port tack heading E by S. towards sunset more moderate. Middle & latter parts wind & weather the same & the ship on opposite tacks. At 8 PM set all sail. Crew employed in ships duty

Lat. 33° 30' Long 49° 00'

Sunday April 3^d

Commenced with fine weather & light winds from NW E the ship on the port tack heading E & E by N with all sail set after 2 PM squally looking weather with light rain showers & after 4 PM calm. Middle part light winds & calm. At 3 AM light breeze from O. Latter part moderate breeze from O $\frac{1}{2}$ E the ship steering by the with all sail set heading N E. Saw 4 seals all steering to the SW. Wet hold first part of this day

Lat. 32° 47' Long 48° 26'

Monday April 4th

First part cloudy weather & strong breeze from E $\frac{1}{2}$ E the ship by the wind on the Starboard tack heading N E. At 1 PM jibed the light sails, at 3 single reefed fore & at 4 PM the main topsail. There is a bad seas & the ship is pitching considerable saw 1 seal going to the SW. Middle part light baffling winds & calm from 8 to 12 PM wind from E $\frac{1}{2}$ E to E $\frac{1}{2}$ S from 12 to 2 PM E $\frac{1}{2}$ E to N E from 2 to 4 AM calm from 4 till Noon N E & NNE the ship by the wind on the port tack. Latter part strong breeze the ship heading E & E by S Weather rainy & disagreeable

No Obs.

Bark Amawhorked

Tuesday April 5th 1870

First part thick & rainy weather & strong winds from NNE
The ship on the port tack heading E by S. At 10^{AM} furled main top
gall^t sail & at 4 double reefed the topsails & one sail. Middle part the sun
Latter part cloudy weather & strong breeze from N the ship heading ENE
at daylight set main sail & at 11^{AM} on the jib. 2 sails in sight

Lat. 32. 34^S Long 46. 33^W

Wednesday April 6th

First part rainy weather with thunder & lightning & strong
breeze from N after 2^{PM} the wind N W & steered N E by E at 3^{PM} went
whole topsails & at 4 flying jib & main top gall^t sail the weather being good
middle part light winds from N W to S W Latter part fine weather & light
winds from S W to S. Wet hold to day. 2 sails in sight

Lat. 31. 54^S Long 45. 15^W

Thursday April 7th

First part light winds from S to S E & fine weather the ship
steering N E by S with all drawing sail set. After 4^{PM} dead calm. Caught a
sunset. 3 sails in sight Crew employed in ships duty. Middle part calm
At 6^{AM} light breeze from E S E Latter part light winds from E S E to N W
H. ship by the wind on the starboard tack with all sail out. 4 sails in sight

Lat. 31. 30^S Long 45. 19^W

Friday April 8th

First part fine weather light winds from N N E to N the
ship by the wind on different tacks with all sail set. Broke the flying jib
& send it in. 7 sails in sight Crew employed at various jobs Middle part
strong breeze from N to N W & S W the ship steering N E by E with all drawing
sail set Latter part the same.

Lat. 30. 30^S Long 44. 45^W

Saturday April 9th

First part fine weather & strong breeze from S the ship steer-
ing Bark Nautilus at meridian spoke & gained Bark Nautilus Cap.
Smith & took out 100 bbls whale oil. Ship steered N by E 1/2 E. Middle
part had some wind rain & moderate breeze from S S E the ship steering
N E by E with all sail set. Latter part fine weather & moderate breeze
from S S E. 1 sail in sight Crew employed cleaning & fanning anchors
walking down, making new mast. coats 38 Lat. 29. 17^S Long 42. 00^W

Fromward bound

Sunday April 10th 1870

First part cloudy weather & moderate breeze from S. S. E. the ship steering N. E. by E. with all sail set. Crew employed washing hold. Saw whale. Middle part strong breeze & puffs from S. S. E. to E. S. E. At 10 P.M. furled main royal fore top gall. sail & flying jib. Towards daylight had some light rain squalls. Latter part strong winds from E. & equally looking west. & the ship by the wind on the Starboard tack heading N. N. E. with all sail set.

Lat. 34. 36 Long 40. 38 W.

Monday April 11th

First part equally looking weather & strong breeze from E. the ship heading from N. N. E. to N. E. by N. with all sail set. Middle part strong breeze & puffs. furled fore top gall. sail & fly jib. Latter part more moderate breeze. At daylight made all sail again. After breakfast commenced washing Bone.

Lat. 35. 26 Long 39. 45

Tuesday April 12th

First part fine weather & strong breeze from E. the ship on the Starboard tack heading N. N. E. & N. by E. $\frac{1}{2}$ E with all sail set, all hands employed washing whale bone. Middle part strong & Latter part light wind from E. the ship heading N. N. E. Crew employed washing Bone. 1 sail in sight

Lat. 33. 53 Long 39. 30

Wednesday April 13th

First part fine weather & light winds & calms. Crew employed washing Bone. Middle & Latter part fine weather with calms & light baffling winds. At 11 A.M. finished washing Bone. 4 sails in sight

Lat. 33. 30 Long 39. 28

Thursday April 14th

First part fine weather & light baffling winds from E. to E. S. E. the ship by the wind on the Starboard tack. Crew employed washing hold & trying Bone. 5 sail in sight Middle part light winds & calm. Latter part calm after 10 A.M. light winds from N. N. W. the ship steering E. by N. All hands employed trying & bundling Bone. 3 sail in sight. The weather fine

Lat. 33. 7 Long 39. 03.

Hudson's Bay Company
1866

John Fisher Esq. Raise a bowhead
July 30th 1867
made 100 lbs.

John Fisher Esq. Raise a bowhead
June 14th 1867
made 100 lbs.

John Fisher Esq. Raise a bowhead
August 11th 1867
made 100 lbs.

Frank Gillies Raise a bowhead
August 25th 1867
made 92 lbs.

Bassett Raise a bowhead
September 11th 1867
made 75 lbs

Mr Fisher Raise a bowhead
September 26th 1867
made 114 lbs

Brown Raise a whale
October 13th 1867
made 204 lbs

Mr Eldredge Raise a sperm whale
February 25th 1867

George Brightman Raise a bowhead
June 1st 1867

Carpenter Raise a bowhead
June 20th 1867

Mr Pearce Raise a bowhead
June 25th 1867

Mr Fisher Raise a bowhead
July 1st, 1867

Mr Lawrence Raise a bowhead
Aug 17th 1867

Mr Pearce Raise a bowhead
Sep 22nd 1867

Mr Eldredge Raise a bowhead
Sept. 29th 1867

Mr Fisher Raise a bowhead
act 1 the 1867
John Frank Raise sperm Whales act 8 1867.
& got on made 25 bbls
Joseph Dithra Raise sperm Whales
January 31 1868
& got two whales made 40 bbls
Mr Lawrence Raise a Bowhead August
24 the 1868
George Brightman Raise Bowhead
August 27 the 1868
Mr Fisher Raise A Bowhead Sep 9 the 1868
Mr Lawrence Raise a bowhead Sep 17 ~~the~~ 1868
Brown Raise a dead Bowhead
Sep 23 the 1868
Mr Fisher Raise a bowhead Oct 2 the 1868
Bassett raise a bowhead act 7 the 1868
Mr Elbridge Raise a dead Bowhead
June 2 the 1869
Faxon Willis Raise a dead whale
June 15 the 1869
Mr Lawrence Raise whale ^{act} 12 1869
Jacob Hoffmann Raise a whale
Sep. 14 the 1869
May 12th 1870 Mr Fisher raised Sperm whale made 22 bbls.

174

820

2998
7402

15

20

Bark I was hove

Friday April 15th 1870

First part fine weather & light winds from N N W the ship set
C C. all hands employed drying & bundling bone. Middle part light winds &
fine weather & light winds from S S W to W the ship steering N E by E. Crew
dryin. bone. 2 sails in sight

Lat. 22.31 S Long 38.04 W

Saturday April 16th

First part cloudy but fine weather & light winds from W to S S
the ship steering N E 1/2 E with all sail set. 2 sails in sight at 5 PM finished bundling
(q6 bundles). Middle part strong breeze from S S E to S E by E with puffs & rain
Latter part equally & plenty of rain with baffling winds from E S E to S S E
Saw 8 sails

Lat. 21.00 S Long 36.06 by calc.

Sunday April 17th

First part strong breeze from S E, S S E & S E by E with pl
of rain. The ship steering N E by E with all sail set. At 3 PM jibed flying jib & fore
gallant sail Employed wetting hold. Middle & Latter part equally weather &
baffling winds from E to E S E the ship by the wind on the Starboard tack heading
N E & N N E at 2 AM jibed the light sails & at 11 set them again 2 sails in sight

Lat. 19.07 S Long 35.20

Monday April 18th

First part equally & rainy weather & strong breeze from C
E S E the ship by the wind on the Starboard tack heading N E by N & N E with
sail set. Middle part fine weather & moderate breeze from E S E to E E
the ship heading N E & N. Latter part had some rain & light squalls
with the wind from E N E. Saw 3 sails. Crew employed rattling down
breaking out bread & doing other jobs.

Lat. 17.25 S Long 35.28

Tuesday April 19th

First part cloudy weather & moderate breeze from
N E by E to N N E the ship by the wind on the Starboard tack heading
from N to N W with all sail set. At 3 PM saw a break about 4 miles
off, run for it but could not see anything & at 4 PM buffeted to the wind
again at 4 p.m. saw a school of Blackfish. Broke the fore top gallant
yard in the middle & send it down on deck. Middle & Latter parts
fine weather & light winds from N E by E the ship heading N & N by E
Crew employed rattling down & at various other jobs Carpenter to
work masing a new fore top gallant yard. 1 sail in sight

Lat. 16.08 S Long 35.44

Bound Home

Wednesday April 20th 1870

First part fine weather & light winds from N E the ship on the Starboard tack heading N by W & NW W with all sail set. Middle & Lower parts the same. Crew employed wetting hold & carpenter making a new fore top gallant yard.

Lat. 15. 26 S. Long 35. 54 W

Thursday April 21st

First part fine weather & light winds from N E the ship steering by the wind on the Starboard tack heading NW N & N W by N with all sail set. Crew employed rattling down setting up rigging & doing other jobs & carpenter finished the fore top gallant yard. 2 sails in sight after 3 PM had a light rain shower. Middle & Lower parts the same. Crew employed breaking out Bees & Pork & setting up rigging

Lat. 14. 33

Friday April 22nd

First part fine weather & light winds from E N E to E S E the ship on the Starboard tack heading from N to N E Crew employed in ships duty at 4 PM lowered the 3 Starboard Boats in chase of killers but could not get fast they going so quiet. At 5 PM the captain boarded the brig Elizabeth of Amsterdam 25 d. from Buenos Ayres bound to London. Middle & Lower parts light winds from E the ship heading N N E Crew employed rattling down, making spun yarn & at other jobs 1 sail in sight

Lat. 13. 38 Long 36. 48

Saturday April 23rd

First part fine weather & light winds from E the ship by the wind on the Starboard tack heading N N E with all sail out. Middle & Lower parts light baffling winds from E to E S E. Crew employed rattling down & doing various other jobs. 1 sail in sight

Lat. 12. 43 Long. 36. 30

Bark Awashonka

Sunday April 24th 1870

First part fine weather & light baffling winds from E to ESE the ship steering by the wind on the Starboard tack heading from NNE to NE by N with all sail out. Crew employed wetting hold Middle & latter parts light winds from E the ship heading NNE by E at 10 A.M. saw a school of Blackfish & lowered the 3 Larboard Boats in chase of them. They returned at 11 not having seen the fish while down. Saw 1 sail

Lat. 11. 24 S Long 36.00 W

Monday April 25th

First part fine weather & light winds from E & ESE the ship heading NNE by N & NE with all sail set. 1 sail in sight. It is the same cry, day after day. But very little wind & what there is of it is ahead. 2 months ago to day we passed Cape Horn. Middle part light winds from ESE Lesser part the same the ship heading NNE & NE by E. Employed rigging the new fore top gall^t yard bending the sail & sending it aloft.

Lat. 10. 24 Long 35. 21

Tuesday April 26th

First part fine weather & light winds from ESE to E the ship leading from NE by E to NNW with all sail set. 1 sail in sight middle & latter parts light winds from ESE the ship heading NNE. Saw 4 sails crew employed furling down 88

Lat 8. 53 Long 34. 38

Wednesday April 27th

First part fine weather & moderate breeze from ESE to SSE the ship steering N E 1/2 E with all sail set. Employed furling down & other jobs. Middle part had some squalls with moderate breeze from ESE to S the ship steering N E 1/2 E at 5.30 PM steered W by N latter part moderate breeze from S to ESE the ship steering W by N with all sail set. Saw 4 sails. Crew employed wetting hold & furling down.

Lat 7. 25 Long 34. 02

D

bound for New Bedford

Thursday April 28th 1870

First part equally looking weather with light rain showers & moderate breeze from ESE & E the ship steering N by N. At 1.30 PM saw land, the coast of South America to the Northward of Pernambuco distant about 18 miles & a few minutes afterwards steered N by E by $N\frac{1}{2}N$. Crew employed fanning & rattling down. Middle & latter parts moderate winds from E to S.E. Course from 7 PM to 4 AM N by $N\frac{1}{2}N$ from 4 AM to M. N by E. Crew employed fanning & rattling down

Lat. 4.53 S Long 34.40 W

Friday April 29th

First part fine weather & moderate breeze from S.E to S the ship steering N by E & N with all sail set. Middle part moderate breeze from S the ship steering $N\frac{1}{2}S$. Latter part wind from S to SSE, course $N\frac{1}{2}E$. Crew employed breaking out water, fanning & rattling down. Nothing in sight

Lat. 2.53 Long 35.06.

Saturday April 30th

First part fine weather & moderate breeze from SSE the ship steering $N\frac{1}{2}E$ with all drawing sail set. Middle part light baulking winds from SSE to S & $S\frac{1}{2}S$ & back to SSE again, course N by E. Latter part plenty of rain with baulking winds & calm

No Observ.

Sunday April May 1st

First part plenty of rain & calm & light winds from N & $S\frac{1}{2}S$ the ship steering $N\frac{1}{2}E$ with all sail but main royal reefed. Middle part rainy weather & light winds from S to S & SSE the ship steering $N\frac{1}{2}E$ at 7 PM jibed the light sails & at 12 PM set them again. Latter part had cloudy weather with some rain & light winds from SSE to E the ship with all sail set. First part crew employed wetting hold:

No Observ.

Bark Arwashonk

Monday May 2nd 1870

First part cloudy & rainy weather & light baffling winds. Took E to S the ship steering N $\frac{1}{2}$ E with all sail set. Middle & latter parts light baffling winds & calms. Crew employed fanning & rattling down.

Lat. 1. 25 N Long 37. 03 W

Tuesday May 3^d

First part fine & cloudy weather with light & baffle winds the ship heading from N $\frac{1}{2}$ E to N W & N with the courses up & jibs down. At times had a perfect calm. Middle part light baffling winds & calm had some rainshowers.

Latter part light breeze from E N E the ship by the wind heading N & N $\frac{1}{2}$ W with all sail out. Crew employed fanning down.

Lat. 2. 12 Long 37. 10

Wednesday May 4th

First part fine weather & light breeze from E N E to E the ship steering N $\frac{1}{2}$ E with all sail out. There is a big swell from the N E. Middle part light baffling winds & calms with occasional rain showers. Latter part the same. Crew employed wetting hold.

Lat. 3. 09 Long 37. 20

Thursday May 5th

First part cloudy & rainy weather & light baffling winds & calm the ship steering N $\frac{1}{2}$ E when she had a breeze. Crew employed in ships duty at 6 PM saw blackfish & lowered the 3 Larboard Boats in chase of them. The Waist Boat got one & took him alongside at 6. 45 PM. Middle part light winds with occasional squalls & rain showers from the N E the ship by the wind heading N by W. Towards daylight strong winds from N E & furled the Main royal. Latter part strong breeze with plenty of rain. Furled the flying jib & gaff topsail. The weather is very squally & between squalls the breeze is very moderate. From 10 to 12 had a continual rain shower. After daylight crew employed mincing the blackfish blubber saw & sail

No 06a 2 22

bound to New Bedford

Friday May 6th 1870

First part cloudy & rainy weather & strong breeze from N E the ship steering N N W. At 30 m. Pm furled fore & main top gallt. sail after 2 Pm the weather being better & wind moderate, set the top gallt. sails again. Middle & Quarter parts strong N E trades & squalls the ship steering N N W with all sail but main royal out. Crew employed in ships duty.

Lat. 6° 23' N Long 40° 00' W

Saturday May 7th

First part cloudy & equally & at times rainy weather & strong N E trades the ship steering N W by N with all sail but main royal out. At 1 Pm furled the flying jib. Crew employed at various jobs. Middle & Quarter parts the same. After breakfast boiled out the blackfish blubber.

Lat. 8° 11' N Long 42° 21'

Sunday May 8th

First part cloudy & equally weather & strong N E trades the ship steering N W by N with flying jib & main royal furled. At 6 Pm furled the top gallt. sails. Crew Employed washing holds. Middle & Quarter parts strong trades from E & E with gusts & some rain at 6 Pm furled the top gallt. sails & all 8 set main top gallt. sail again at daylight rove a new fore top gallt. halyards & set the sail.

Lat. 10° 30' N Long 44° 20'

Monday May 9th

First part cloudy weather & strong trades from E N E the ship steering N W by N with fore top gallt. sail flying jib & main royal set furled. Middle part the same. Towards daylight more moderate & set fore top gallt. sail. Quarter part cloudy weather & moderate trades from E N E At 9 A M set main royal. Crew employed washing the Starboard & Bow Boats & doing other work.

Lat. 12° 09' N Long 46° 15'

Bark Grashonkit

Tuesday May 10th 1870

First part cloudy & equally weather & strong wind from ENE the ship steering NNE by N with all sail but fly jib out at 2 PM furled main royal Crew employed washing the Larboard & Waist Boats. Middle part strong breeze from ENE & fine weather Towards daylight more moderate & set main royal & flying jib Latter part the same. Crew employed washing the Mizzen & main masts & the after part of the ship inside saw 1 sail.

Lat 14.12 N Long 47.82 W

Wednesday May 11th

First part fine weather & strong breeze from ENE the ship steering NNE by N with all sail out. Crew employed washing ship inside & doing other jobs Middle part the same. Latter part moderate breeze from NNE & NW the ship steering NW 1/2 N Crew employed wetting hold.

Lat. 16.00 Long 49.57

Thursday May 12th

First part fine weather & strong breeze from NNW the ship steering NWW with all sail set. Crew employed washing ship inside. Middle & latter parts moderate breeze from NNE ship steering NWW with all sail out. Crew employed washing ship.

Lat. 17.28 Long 51.43

Friday May 13th

First part fine weather & moderate trades from NNE the ship steering NW with all sail out At 1 PM saw a school of sperm whales & at 2. 20 PM lowered the three Larboard Boats in chase of them At 3 PM the Waist Boat got fast & shortly after the Starboard got fast & about 15 minutes afterwards the Waist Boat iron drew & lost her whale. The rest of the Boats kept on chasing till sun down & then came on board After the Bow Boat got fast the Starboard Boat came down. At 8 PM took the dead whale alongside made it fast the ship laying with whale alongside Crew employed getting everything ready to cut-in At daylight called all hands at 6 AM commenced & at 8.30 finished cutting. Latter part equally & rainy weather & strong breeze from NNE to E. after finished cutting

bound to New Bedford

Friday May 13th 1870

set double reefed fore & single reefed main topsail, foresail & jib & steered N.W. Crew employed clearing away the head, setting up blubber & stowing away the cutting gear. Anthony Simms had his foot cut with a spade & is laid up.

No Obsr

B.B.

23

Saturday May 14th

first part rainy & squally weather & moderate winds from E the ship steering N.W. middle part moderate breeze from E to E & S with rain At 1 AM the weather cleared up & at 4.50 AM commenced boiling At 6 PM set main top gall. sail & royal. Latter part strong winds from E with some rain At 8 AM furled main top gall. sail & royal Employed boiling sperm blubber.

Lat. 19° 00' Long 54. 12

Sunday May 15th

first part fine weather & moderate breeze from E the ship steering N.W by N with single reefed topsails & foresail out. Employed boiling hulda & gutter parr moderate winds & fine weather At 12 PM finished boiling At daylight wet hold. Crew employed clearing & cleaning the dryworks, sloving away dry gear, coopering oil & bailing off the fat leach. At 11 PM passed a sail. Turned up 23 bbls lean oil & all.

Lat. 20. 55 Long 55. 00

Monday May 16th

first part fine weather & moderate breeze from E the ship steering N.W by N with all sail out. Middle part light winds from E to E & S with some rain Latter part squally with some rain & moderate breeze from E & S the ship steering N.W by N with all drawing sail set. Saw one finback after breakfast commenced pointing ship inside but had to knock off on account of rain

Lat 22. 39 Gal. 57. 26

Bark Arashonks

Tuesday May 17th 1870

First part squally looking but dry weather & moderate breeze from ESE the ship steering N W with all drawing sail set. Employed painting ship inside. Middle part light bauling winds from ENE the ship steering N W. Latter hard cloudy weather & light baffling winds from ESE to SSE. Saw 2 sails steering to the Westward. Employed painting ship inside

Lat 23.56 N Long. 58.58 W

Wednesday May 18th

First part fine weather & light winds from S E the ship steering N W by W with all sail out. Saw 2 sail going to the Westward. Crew employed painting ship inside. Middle & latter part light winds S E to S S W & fine weather. Crew employed painting the lower masts.

Lat. 25.06 Long 60.41

Thursday May 19th

First part fine weather & light winds from S S W the ship steering N W by W with all drawing sail out. Crew employed painting jib & flying booms & wettern hold. Arthur Simms turned to again. At 4 P.M spoke french schooner Marguerite of St. Pierre bound to Baltimore. Middle part light winds from S S W & S W. Latter part light baffling winds. Crew employed washing ship outside. Saw some grampus.

Lat. 25.50 Long 61.52

Friday May 20th

First part fine weather & light baffling winds from S W to S E the ship steering N W with all sail out. All hands employed washing & painting ship outside. Middle part fine weather & light winds from E S E. Latter part light baffling winds & calm. Saw 2 sails crew employed painting ship outside

Lat. 26.24 Long. 62.10

bound to New Bedford

Saturday May 21st 1870

First part fine weather & light winds from ESE
the ship by the wind heading N.E. There is a heavy swell
from N.E. Finished painting ship outside. Painted all
four Boats & the lower yards & sawed up the old main
yard, it being so much decayed to keep for a spare spar.
Middle & Lower parts fine weather & light winds
from ESE At 7 PM kept off steering N.W. Crew em-
ployed coopering the Sperm oil & stowing it down

Lat. 27° 06' N Long 62° 57' W

Sunday May 22nd

First part fine weather & light winds from ESE
the ship steering N.W. with all drawing sail out. Crew em-
ployed wetting hold, stowing off between decks painting
fore & main topsail yards, sending down the main royal
yard & painting it. Middle & Lower parts fine weather & light
winds from ESE to SSE course N.W.

Lat. 28° 04' Long 64° 13'

Monday May 23rd

First part fine weather & light winds from SSE
the ship steering N.W. with all drawing sail set. Saw 1 sail
Middle & Lower parts very light winds from ESE & S.E.
the ship steering N.W. 1 sail in sight. Crew employed at
various jobs

Lat. 28° 50' Long 64° 30'

Tuesday May 24th

First part fine weather & light winds from S.E. the
ship steering N.W. with all drawing sail set. Crew employed
painting the galley, spare spars the top of the after house & mending
paint in & outside. Middle part light winds from SSE
& ESE & calm. Lower part calm & light baulking winds
Crew employed at various jobs

Lat. 29° 16' Long 65° 10'

Bark Thrashonks

Wednesday May 25th 1870

First part light winds from S E the ship steering N W by E with all drawing sail set after 5 P.M. steered N W with the wind from S S E. Last sail. Crew employed mending the main royal, bending it & sending the yard aloft. Middle part light baffling winds & some rain. Latter part light baffling winds from E. S E to S S W the ship steering N W. From 5 A.M. to Mr. had plenty of rain crew employed wetting hold.

Lat. 30. 32' N Long 66. 40' W

Thursday May 26th

First part cloudy & at times rainy weather & light baffling winds the ship steering N W with all sail on. Middle & latter parts fine weather & light baffling winds from W to N to the ship by the wind heading N N W to N N E. Crew employed in ships duty. Bend the fore topmast staysail

Lat. 31. 40' Long 66. 52

Friday May 27th

First part fine weather & light winds from W the ship by the wind on the port tack heading N N W with everything on. Saw a steamer steering to the S E. Middle part light winds from W to S S W the ship steering N W by W towards daylight had some squalls & a thunderstorm with sharp lightning. At daylight Spoke & gained ship Tiger, Capt Cleaveland, of New Bedford, 4 years out with 1400 bbls sperm & good whale oil, bound home. Latter part moderate breeze from S S W the ship steering N N W with everything on.

Lat. 33. 15' Long 68. 25'

Saturday May 28th

First part cloudy & hazy weather & moderate breeze from S W the ship steering N N W with everything on. The Tiger in sight. Middle part strong winds from S W at 12 P.M. furled the main royal. After 4 P.M. strong winds with heavy squalls. Took in the light sails jib & mainsail & double reefed the topgallant

bound to New Bedford

Saturday May 28th 1870

& secured the Boats against a gale. Latter part strong winds & severe squalls with rain from S W to N E

Lat. 35. 58' N Long 69. 42' W

Sunday May 29th

First part cloudy weather & strong winds from N S W the ship steering N N W. After 4 Pm more moderate & set whole topsails. At Meridian set mainsail & jib. Crew employed wetting hold. Saw a Barkentine steering E S E There is a very high sea running. Middle part light baffling winds with plenty of rain thunder & lightning. From 12 to 2 A M had a dead calm. Latter part had some tough squalls with plenty of rain thunder & lightning. Between the squalls light baffling winds & calms. Saw 2 sails. Lat. 37. 22 Long 70. 22

Monday May 30th

First part squally & rainy weather with thunder & lightning & moderate & baffling winds from N to S S W the ship steering N N W with the main royal furled & the top gall. sails occasionally clewed down. At 6 Pm saw some spouts & called them sperm whales & lowered the three larboard Boats in chase & shortly afterwards found they were grampus & the Boats returned on board. Shortly before we lowered the Boats the ship had a narrow escape from a whirlwind. Saw 1 sail steering E N E. Middle & latter parts light winds from all points of the compass & calm with plenty of rain thunder & lightning. Passed a steamer during the night at 11 A M yesterday entered the Gulf.

Lat. 38. 00 Long 69. 26

Tuesday May 31st

First part light baffling winds from all points of the compass & calms with plenty of rain thunder & lightning the ship trying to get across the Gulf stream. At 7 Pm spoke Brigantine G. W. Morris from Charlestown to England. At the same time got a nice breeze from S W the ship steering N W 1/2 N. Middle part fine by noon the W to N S E ship steering S W by N had some rain latter part light winds from S S W to S E. Crew employed throwing the try works overboard. Saw 2 sails

Lat. 39. 10 Long 70. 00

Bark Thrashore

Wednesday June 1st 1870

First part cloudy & after 2 PM foggy weather & light winds from S & the ship steering N by E with all drawing sail set. Crew employed cleaning the try gear. Middle part thick fog & calm till 9 PM. From 9 PM to 1 AM clear but cloudy weather & light breeze from S S E to S S W the ship steering N by E N by N after 1 AM thick fog, light winds from all points of the compass & calm. Latter part thick fog & calm. Crew employed wetting hold & doing other jobs.

No Observ.

Thursday June 2nd

First part thick fog, light baffling winds & calm the ship doing her best to get home with all sail set. Crew employed sending down cutting-in blocks & pendants & doing other jobs. Middle part thick fog, light & baffling winds & calms. Latter part cloudy weather & light winds from S E After breakfast the captain went on board Brigantine L & W Lawrence Armstrong 8 days from New Haven bound to the West Indies. At 10 AM the capt returned on board kept off & steered N with all sail out 5 sails in sight

Lat. by DR. 40° 18' Long 71° 12'

Friday June 3rd

First part foggy & cloudy weather & light winds from S E the ship steering N with all sail out. 1 AM 3 sails. Middle part thick fog & light breeze from S E to E the ship steering N 1/2 E. Latter part thick fog & light winds from E the ship steering N by E & N N E. At 11 PM sounded & found 46 fathoms, at 1 AM 40 & at 3 AM 36, at 5 AM 30 at 7 AM 29, at 9 - 29 at 11 - 20 & at noon 19 fathoms of water. After breakfast hauled the cables & hoisted the anchors off the Bows. At 10 AM commenced firing the gun for a pilot.

Saturday June 4th

First part foggy weather & light winds from E to S E the ship steering N N E At 1 PM hauled back & the fog clearing away saw land Gashead bearing E by S & Chilly hunk E by N. Saw several sm. all coasters. At 2 PM the pilot came on board at 4 PM

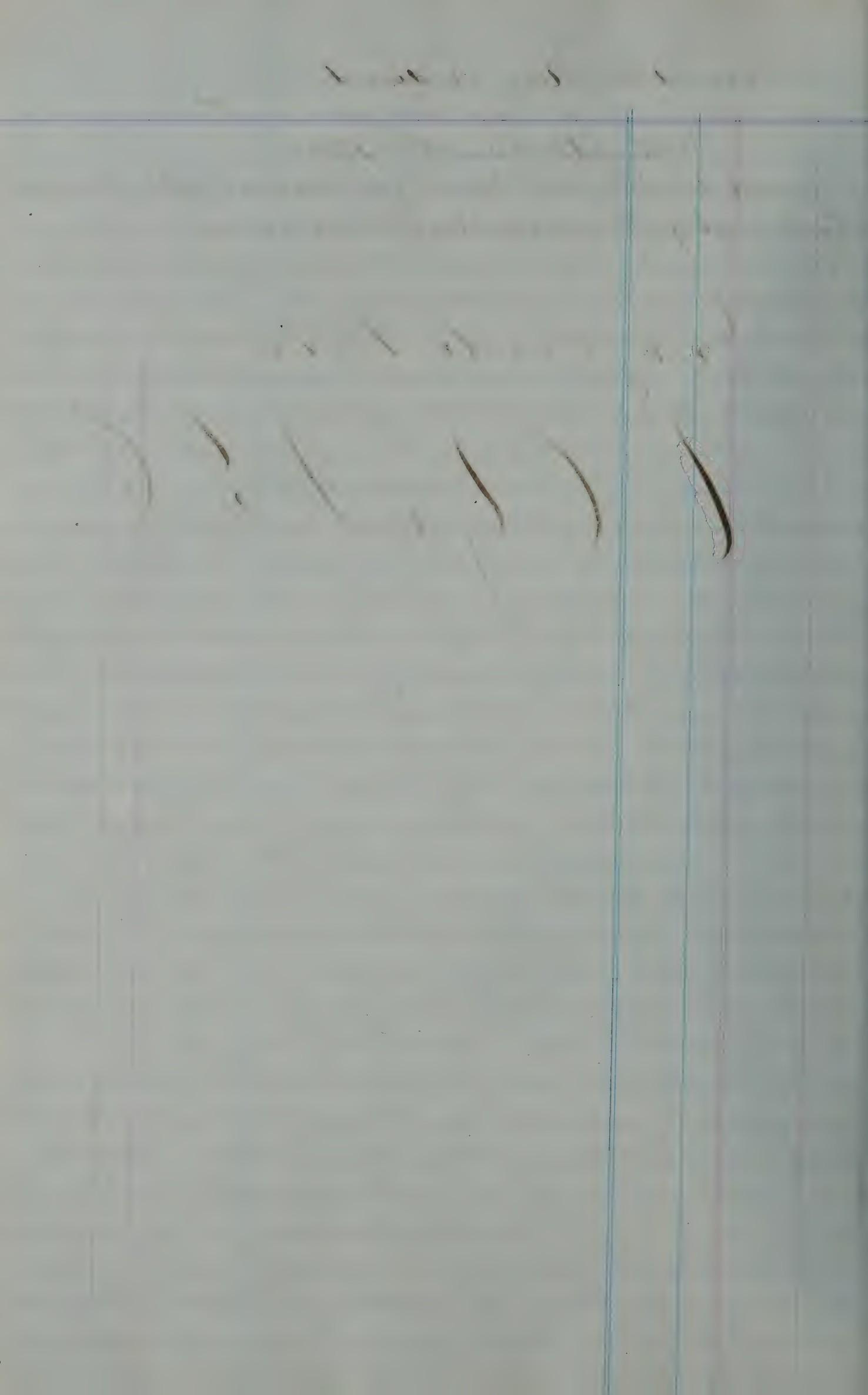
bound to New Bedford

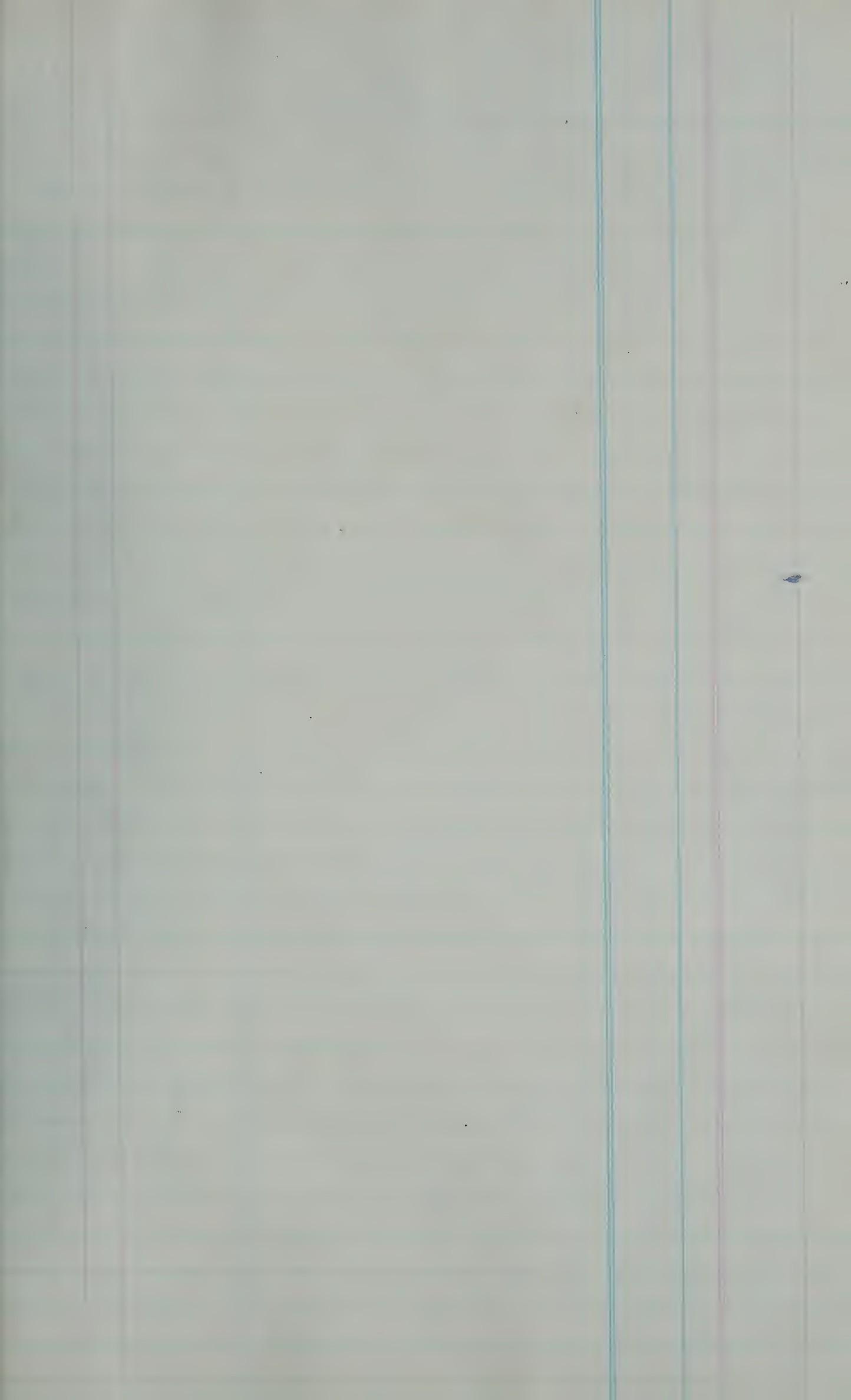
Saturday June 4th 1870

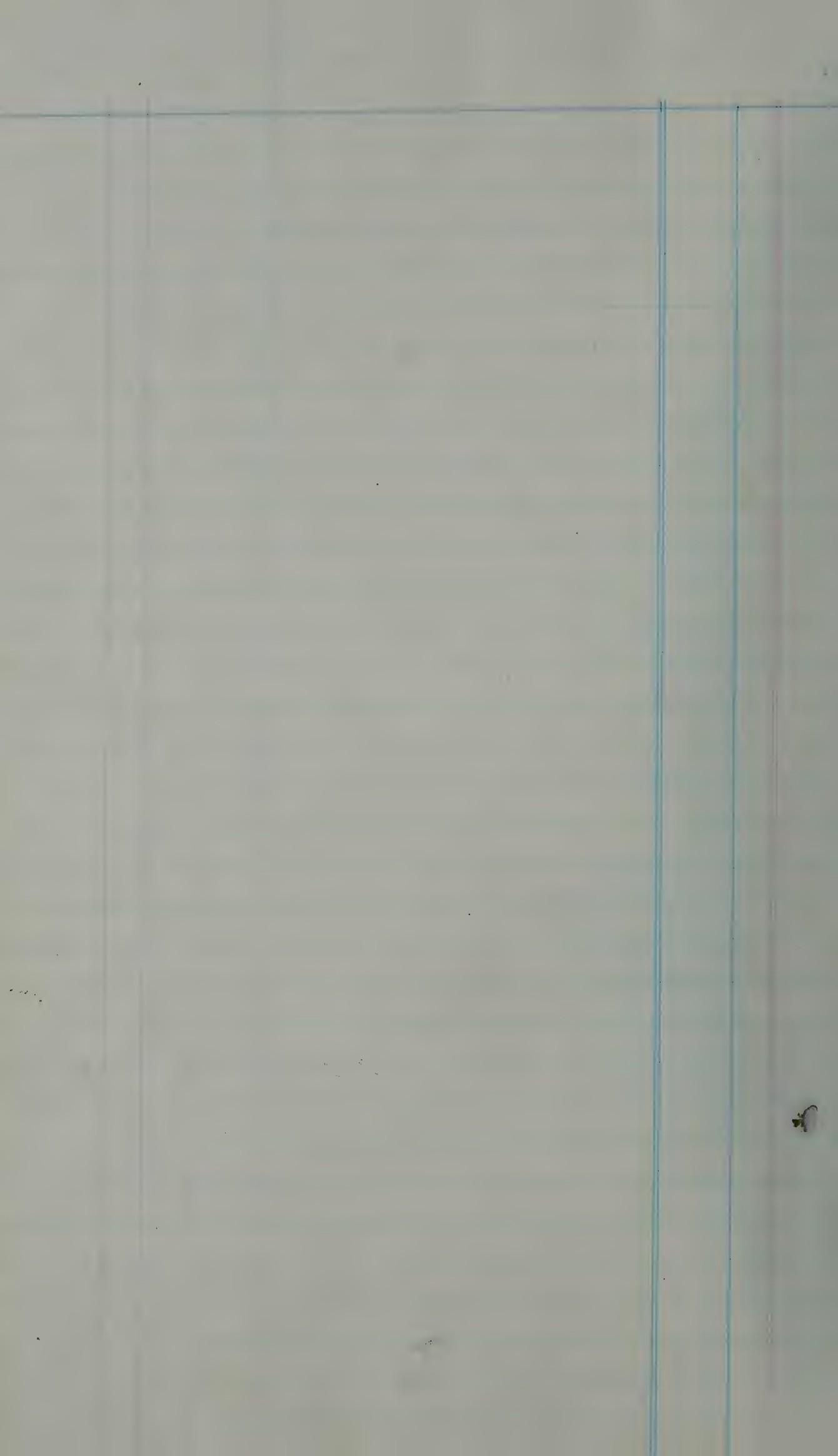
passed the Hen & Chicken Light Boat, at 7:40 PM Dumpling
Light & at 9 PM anchored off Clarks Point

To end this

Voyage.









No	Whale oil sent home Jan 1 1861					
1	162	38	119	76	167	113
2	78	40	133	77	188	114
3	100	41	168	78	123	115
4	171	42	200	79	133	116
5	115	43	139	80	137	117
6	171	44	222	81	169	118
7	134	45	110	82	94	119
8	128	46	170	83	117	120
9	124	47	185	84	87	121
10	124	48	162	85	112	122
11	140	49	173	86	120	123
12	97	50	225	87	93	124
13	174	51	286	88	89	126
14	187	52	222	89	83	126
15	171	53	282	90	125	127
16	100	54	224	91	102	128
17	180	55	191	92	160	129
18	133	56	159	93	125	130
19	138	57	153	94	163	131
20	165	58	149	95	81	132
21	171	59	151	96	123	133
22	170	60	183	97	281	134
23	116	61	211	98	263	135
24	168	62	186	99	100	136
25	134	63	149	100	158	137
26	194	64	152	101	90	138
27	172	65	150	102	98	139
28	172	66	184	103	120	140
29	172	67	99	104	104	141
30	172	68	151	105	134	142
31	167	69	118	106	149	143
32	167	70	80	107	88	144
33	172	71	144	108	157	145
34	150	72	222	109	105	146
35	138	73	174	110	160	147
36	90	74	178	111	104	148
37	141	75	80	112	250	149

Whale oil left on the
wharf at Honolulu Jan 1st 1869
8652 gallons

187	122	224	128
188	116	225	105
189	102	226	137
190	109	227	130
191	90	228	148
192	93		
193	92		
194	156		
195	103		
196	93		
197	116		
198	93		
199	129		
200	108		
201	115		
202	154		
203	102		
204	106		
205	128		
206	113		
207	123		
208	102		
209	128		
210	114		
211	138		
212	115		
213	133		
214	79		
215	134		
216	103		
217	121		
218	118		
219	92		
220	74		
221	86		
222	102		
223	100		

Sk	Whale oil					sent	Home Dec 7, 1866					
1	280	21.	274	41	181	61	189	81	151	101	287	
2	216	22	286	42	116	62	193	82	195	102	277	
3	189	23	282	43	148	63	118	83	189			
4	275	24	298	44	190	64	152	84	191			
5	287	25	331	45	217	65	141	85	282			
6	252	26	335	46	260	66	141	86	275			
7	291	27	332	47	236	67	189	87	255			
8	280	28	337	48	216	68	190	88	266			
9	254	29	276	49	191	69	289	89	126			
10	240	30	280	50	212	70	152	90	154			
11	254	31	259	51	120	71	152	91	126			
12	277	32	336	52	189	72	147	92	280			
13	254	33	335	53	128	73	150	93	177			
14	295	34	340	54	105	74	153	94	172			
15	247	35	308	55	66	75	152	85	185			
16	289	36	269	56	193	76	140	96	169			
17	293	37	190	57	155	77	140	97	276			
18	283	38	190	58	130	78	287	98	164			
19	282	39	213	59	123	79	304	99	260			
20	261	40	244	60	252	80	302	100	279			

Whale oil left ashore to be sent home
at Honolulu Dec 7, 1866

252

277

318

306

269

Whale oil sent home April 5th 1867.
264 To be sent home

Whale oil sent home at Granular.

No	No	November 20 the 1867							
1	131	13	170	25	168	37	293	49	185
2	123	14	131	26	96	38	122	50	168
3	78	15	119	27	156	39	138	51	116
4	79	16	102	28	180	40	187	52	130
5	89	17	82	29	226	41	174	53	64
6	292	18	109	30	188	42	121	54	155
7	104	19	132	31	198	43	140	55	240
8	123	20	247	32	208	44	119	56	255
9	180	21	90	33	155	45	219	57	281
10	84	22	105	34	195	46	75	58	180
11	91	23	100	35	156	47	260	59	264
12	189	24	106	36	283	48	234	60	266

Wm. Miller from New York
I have got your hand
On the voyage

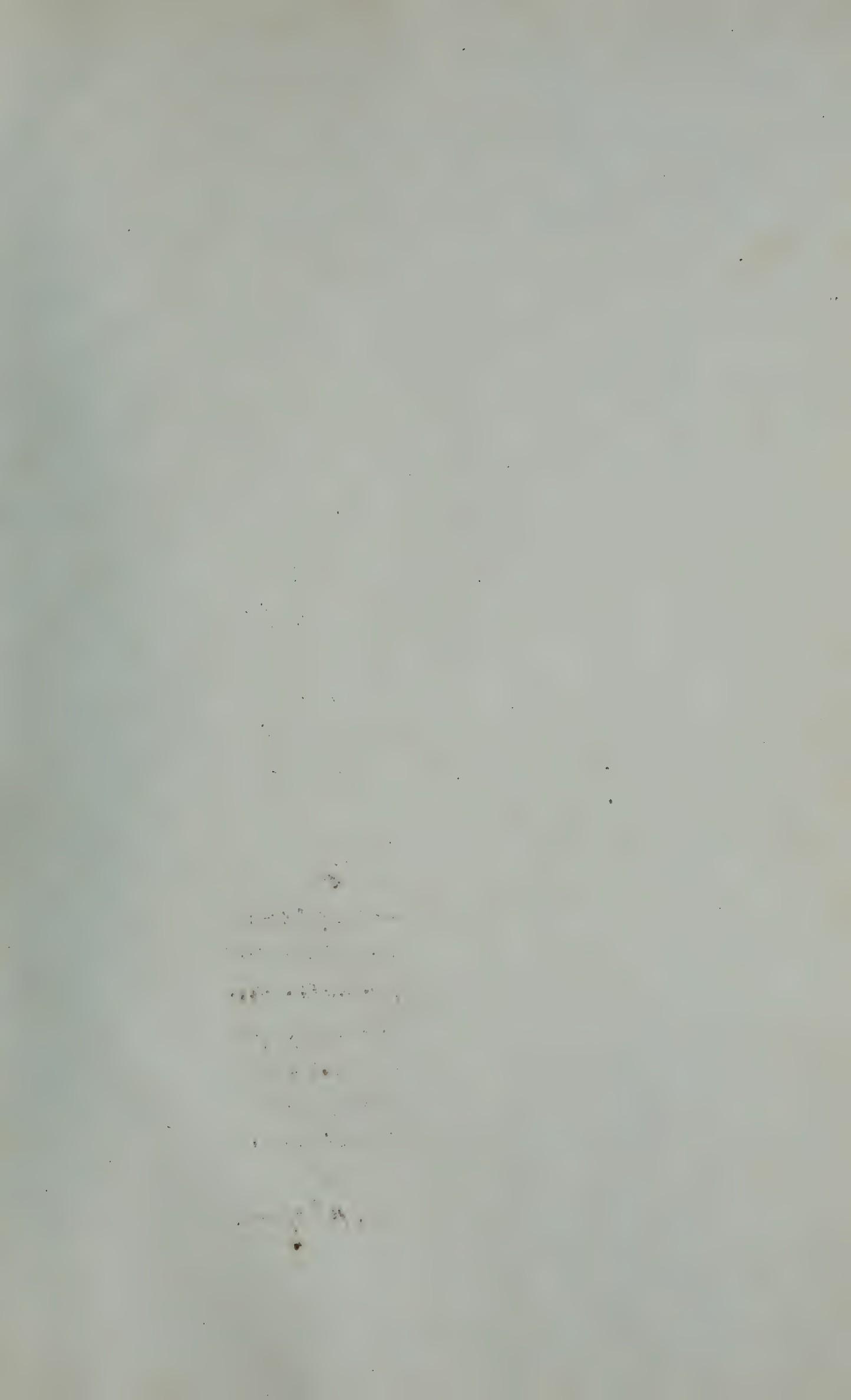
No 1 - 162
2 - 181
3 - 153
4 - 282
5 - 260
6 - 241
7 - 215
8 - 28

Wm. Miller April 6th 1867

No 1 - 200
2 - 166
3 - 171
4 - 175
5 - 181
6 - 140
7 - 136
8 - 147
9 - 152
12 - 28
13 -

Hannibal March 25th 1865

No 1 - 172 No 17 - 208
2 - 80 18 - 27
3 - 260
4 - 75
5 - 80
6 - 221
7 - 91
8 - 84
9 - 193
10 - 252
11 - 159
12 - 192
13 - 193
14 - 171
15 - 125
16 - 275



1865		1865	1865	1865	1865	1865
Oct 14	2	Oct 18	1	Oct 17	22	Oct 30
Nov 2	2	Nov 2	1	Oct 28	200 ¹⁰⁰ lbs 19	Nov 18. 66
Dec 15	2	15	1	Nov 16	136	Dec 22. 17. 2
28	2	27	4	Dec 4	169	May 4. 5
Dec 19	2	Dec 18	1	Dec 23	188	Dec 24. 5. 6
30	2	30	1	Jan 17	170	4. 5. 6
Jan 22	1	15. 6.	1	Feb 6	175	Feb 6. 7. 7
21	17	21	1	18	178 ¹⁸⁶⁷ Jan 25. 3. 4	
Feb 1	1	Feb 1	1	March 16	171	Feb 25. 3. 4
10	1	11	1	April 10	171	Mar 25. 4. 5
23	1	22	1	May 14	109	June 25. 3. 4
May 4	17	June 5	1	June 2	185 ¹⁸⁶⁷ July 14. 5. 6	
17	17	17	1	10	187 Sept 5. 3. 4	
24	1	24	1	17	175 Sept 5. 3. 4	
July 16	23	July 14	1	22	171 Dec 30. 2. 3	
24	2	4	2	25	171 Jan 27. 5.	
26	2	26	1	26	171 April 3. 4. 5	
27	2	26	1	27	171 May 17. 2. 3	
28	2	21	1	27	171 June 7. 4. 5	
Sept 4	7	June 4	1	Nov 17	175 July 24. 5. 6	
26	3	17	1	1868	Jan 4 Sept 12. 3. 4	
Oct 1	1	Oct 1	1	1868	Oct 4 Oct 8. 9. 10	
16	2	16	2	1869	Nov 18. 5.	
23	16	16	4	1869	Jan 16. 17 bags	
Sept 12	6	Sept 12	1	1869	Feb 24. 26 bags	
10. 5	2	10. 5	1	1869	Mar 4. 24 bags	
Oct 7	3	Oct 7	1	1869	Jan 25. 26 bags	
16	17	17	1	1869	Aug 22. 26 bags	
23	1	23	1	1869	Sept 15. 17. 1 Oct 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 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887. 888. 888. 889. 889. 890. 890. 891. 891. 892. 892. 893. 893. 894. 894. 895. 895. 896. 896. 897. 897. 898. 898. 899. 899. 900. 900. 901. 901. 902. 902. 903. 903. 904. 904. 905. 905. 906. 906. 907. 907. 908. 908. 909. 909. 910. 910. 911. 911. 912. 912. 913. 913. 914. 914. 915. 915. 916. 916. 917. 917. 918. 918. 919. 919. 920. 920. 921. 921. 922. 922. 923. 923. 924. 924. 925. 925. 926. 926. 927. 927. 928. 928. 929. 929. 930. 930. 931. 931. 932. 932. 933. 933. 934. 934. 935. 935. 936. 936. 937. 937. 938. 938. 939. 939. 940. 940. 941. 941. 942. 942. 943. 943. 944. 944. 945. 945. 946. 946. 947. 947. 948. 948. 949. 949. 950. 950. 951. 951. 952. 952. 953. 953. 954. 954. 955. 955. 956. 956. 957. 957. 958. 958. 959. 959. 960. 960. 961. 961. 962. 962. 963. 963. 964. 964. 965. 965. 966. 966. 967. 967. 968. 968. 969. 969. 970. 970. 971. 971. 972. 972. 973. 973. 974. 974. 975. 975. 976. 976. 977. 977. 978. 978. 979. 979. 980. 980. 981. 981. 982. 982. 983. 983. 984. 984. 985. 985. 986. 986. 987. 987. 988. 988. 989. 989. 990. 990. 991. 991. 992. 992. 993. 993. 994. 994. 995. 995. 996. 996. 997. 997. 998. 998. 999. 999. 1000. 1000. 1001. 1001. 1002. 1002. 1003. 1003. 1004. 1004. 1005. 1005. 1006. 1006. 1007. 1007. 1008. 1008. 1009. 1009. 1010. 1010. 1011. 1011. 1012. 1012. 1013. 1013. 1014. 1014. 1015. 1015. 1016. 1016. 1017. 1017. 1018. 1018. 1019. 1019. 1020. 1020. 1021. 1021. 1022. 1022. 1023. 1023. 1024. 1024. 1025. 1025. 1026. 1026. 1027. 1027. 1028. 1028. 1029. 1029. 1030. 1030. 1031. 1031. 1032. 1032. 1033. 1033. 1034. 1034. 1035. 1035. 1036. 1036. 1037. 1037. 1038. 1038. 1039. 1039. 1040. 1040.	

	B	1867	P	1868		P
				July 14 - 2 2	July 14 - 4 2	
6	W	51	1	August 4 - 3	Sept 4 2nd 4	
12			1	September 2 6 - 2	Oct 23 - 4	
17				Sept 12 - 2		
17			1	25 - 2		
14	2	14	1	23 - 23 2.		
17				November 10 2		
				Jan ¹⁸⁶⁹ 13 2	Jan 13 1	
			1	Jan 27 17	Jan 27 1	
				Feb 7 2	Feb 7	
17		17	1	19 5	Feb 19 1	
21	2	21	1	March 6 5	March 6 5	
16	5	17	8	April 7 5		
16	5	16	1	May 5 5	May 5 5	
26	1			June 15 5 1/2	June 15 5	
	6	6	1	August 6 5	August 6 5	
			1	Sept 18 5 1/2	Sept 18 5	
				Oct 29 5	Nov 5 5	
			1	Jan 20th 1870 5	Jan 20th 1870 4 1/4	
				March 8th 4	— 4 1/4	
14	1	17	1	April 22nd 5	— 5	

Dec 6	2	Dec 6	1
1868 19	2	1868 18	1
Jan 7	2	Jan 7	1
15	2	23	1
Feb 7	1	Feb 7	1
20	1	20	1
March 3	1	March 3	1
12	4	13	1
23	1	29	1
April 6	1		
12	1	April 12	4 1/2
22	3		
May 17	2		
June 5	2	June 1	4
27	2		

Bread

March - 22¹⁸⁶⁸ -- 2.00
May - 17 -- 2.58
June - 21 -- 1.94
July - 18 old bread 1.90
Aug - 14 -- 1.70.
Sep -- 3 -- 1.80
Sept - 19 -- 2.18
Oct - 21 -- 1.83
Nov - 17 -- 2.01
Dec - 5 -- 3.00
April 12th 1869 1.33
April 30 -- 2.65
May 29 -- 2.63
July 4 -- 2.16
July 27 2.44
Aug 24 2.46
Sept 14 2.45
Sept 30 2.00.
Oct 19 2.66
Jan 16th 1870 349 gall. 1000 lbs.
March 16th " 210 gall 578 lbs.
April 18th " 212 gall 540 lbs
May 23^d " 160 gall 437 lbs

